Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.80	22.85	22.87	48.15	25.17	25.44	46.88	21.14	21.15	44.81	39.57	39.91
Movement LOS	D	C	C	D	C	C	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	27.15			28.77			26.37			39.79		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	31.01											
Intersection LOS	C											
Intersection V/C	0.585											

Emissions

Vehicle Miles Traveled [mph]	16.80	40.54	40.26	15.06	43.40	39.51	94.85	188.13	183.43	5.57	84.00	79.50
Stops [stops/h]	111.87	177.61	176.53	133.05	267.30	246.11	154.85	188.82	184.26	29.59	411.04	392.42
Fuel consumption [US gal/h]	2.78	4.44	4.41	3.13	6.11	5.61	6.67	10.14	9.89	0.83	11.61	11.08
CO [g/h]	194.34	310.54	308.56	218.81	426.80	392.27	466.54	708.44	690.99	58.20	811.53	774.44
NOx [g/h]	37.81	60.42	60.03	42.57	83.04	76.32	90.77	137.84	134.44	11.32	157.89	150.68
VOC [g/h]	45.04	71.97	71.51	50.71	98.91	90.91	108.13	164.19	160.14	13.49	188.08	179.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.630	2.830	2.868	2.836
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	575	725	625
d_b, Bicycle Delay [s]	21.03	20.31	16.26	18.91
l_b,int, Bicycle LOS Score for Intersection	2.095	2.307	2.208	2.342
Bicycle LOS	B	B	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	37	274	152	40	113	23	14	150	12	173	442	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	17	22	7	31	9	31	228	7	10	188	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	47	0	0	9	0	0	5	0	0	16
Total Hourly Volume [veh/h]	63	316	141	51	154	25	46	392	15	199	670	48
Peak Hour Factor	0.8238	0.8238	0.8238	0.8554	0.8554	0.8554	0.8688	0.8688	0.8688	0.9003	0.9003	0.9003
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	96	43	15	45	7	13	113	4	55	186	13
Total Analysis Volume [veh/h]	76	384	171	60	180	29	53	451	17	221	744	53
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	5	25	0	12	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	26	0	12	26	0	9	25	0	17	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	28	28	4	27	27	3	21	21	12	29	29
g / C, Green / Cycle	0.06	0.35	0.35	0.05	0.34	0.34	0.04	0.26	0.26	0.14	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.04	0.20	0.11	0.03	0.09	0.02	0.03	0.24	0.01	0.12	0.21	0.21
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1856
c, Capacity [veh/h]	101	663	564	86	648	551	79	492	418	261	683	667
d1, Uniform Delay [s]	37.24	21.25	18.96	37.52	19.18	17.68	37.67	28.80	22.20	33.37	20.83	20.83
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.27	0.11	0.23	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.84	3.66	1.38	9.59	1.06	0.18	9.28	15.25	0.04	14.29	0.82	0.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.58	0.30	0.69	0.28	0.05	0.67	0.92	0.04	0.85	0.59	0.59
d, Delay for Lane Group [s/veh]	48.08	24.91	20.34	47.11	20.25	17.87	46.95	44.05	22.23	47.66	21.65	21.67
Lane Group LOS	D	C	C	D	C	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.72	6.13	2.38	1.35	2.48	0.37	1.17	9.71	0.23	4.93	5.61	5.49
50th-Percentile Queue Length [ft/ln]	43.06	153.25	59.62	33.79	62.04	9.20	29.26	242.84	5.66	123.18	140.32	137.17
95th-Percentile Queue Length [veh/ln]	3.10	10.19	4.29	2.43	4.47	0.66	2.11	14.83	0.41	8.57	9.50	9.33
95th-Percentile Queue Length [ft/ln]	77.51	254.76	107.31	60.81	111.67	16.55	52.67	370.63	10.18	214.19	237.46	233.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.08	24.91	20.34	47.11	20.25	17.87	46.95	44.05	22.23	47.66	21.66	21.67
Movement LOS	D	C	C	D	C	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	26.46			25.98			43.63			27.30		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	30.43											
Intersection LOS	C											
Intersection V/C	0.595											

Emissions

Vehicle Miles Traveled [mph]	33.40	168.78	75.16	4.72	14.17	2.28	3.51	29.83	1.12	32.20	58.75	57.39
Stops [stops/h]	77.51	275.85	107.31	60.81	111.67	16.55	52.67	437.12	10.18	221.72	252.58	246.90
Fuel consumption [US gal/h]	2.60	10.45	4.38	1.21	2.12	0.32	1.28	10.50	0.24	6.00	6.93	6.77
CO [g/h]	181.72	730.77	306.15	84.76	148.31	22.16	89.57	733.95	16.92	419.67	484.45	473.48
NOx [g/h]	35.36	142.18	59.57	16.49	28.86	4.31	17.43	142.80	3.29	81.65	94.26	92.12
VOC [g/h]	42.12	169.36	70.95	19.64	34.37	5.13	20.76	170.10	3.92	97.26	112.27	109.73

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.507	2.487	2.707	2.834
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	525	725
d_b, Bicycle Delay [s]	21.03	21.03	21.76	16.26
l_b,int, Bicycle LOS Score for Intersection	2.678	2.018	2.428	2.413
Bicycle LOS	B	B	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	27.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	19	888	51	28	328	30	25	84	14	125	222	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	521	101	193	538	31	0	0	0	25	16	153
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	39	0	0	16	0	0	4	0	0	72
Total Hourly Volume [veh/h]	21	1489	118	224	896	48	27	92	11	161	258	214
Peak Hour Factor	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	424	34	64	255	14	8	26	3	46	73	61
Total Analysis Volume [veh/h]	24	1696	134	255	1021	55	31	105	13	183	294	244
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	23	44	0	5	32	0	13	40	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	20	41	0	9	36	0	14	41	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	47	47	16	61	61	3	11	11	10	18	18
g / C, Green / Cycle	0.02	0.47	0.47	0.16	0.61	0.61	0.03	0.11	0.11	0.10	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.01	0.33	0.08	0.14	0.20	0.03	0.02	0.03	0.01	0.10	0.08	0.15
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	44	2454	766	286	3145	981	53	390	174	181	647	289
d1, Uniform Delay [s]	48.22	20.57	15.08	41.25	9.59	7.97	47.96	40.99	40.12	45.00	36.70	39.72
k, delay calibration	0.11	0.50	0.50	0.16	0.50	0.50	0.11	0.11	0.11	0.24	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.85	1.62	0.50	12.90	0.27	0.11	10.11	0.37	0.18	49.67	0.50	6.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.69	0.18	0.89	0.32	0.06	0.59	0.27	0.07	1.01	0.45	0.85
d, Delay for Lane Group [s/veh]	58.06	22.19	15.58	54.15	9.86	8.08	58.07	41.36	40.30	94.67	37.20	46.42
Lane Group LOS	E	C	B	D	A	A	E	D	D	F	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.69	9.65	1.72	6.91	3.18	0.45	0.89	1.17	0.29	6.81	3.13	6.07
50th-Percentile Queue Length [ft/ln]	17.35	241.17	42.96	172.71	79.59	11.16	22.14	29.19	7.17	170.16	78.14	151.79
95th-Percentile Queue Length [veh/ln]	1.25	14.74	3.09	11.22	5.73	0.80	1.59	2.10	0.52	11.13	5.63	10.11
95th-Percentile Queue Length [ft/ln]	31.22	368.51	77.32	280.47	143.27	20.09	39.86	52.54	12.91	278.33	140.66	252.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.06	22.19	15.58	54.15	9.86	8.08	58.07	41.36	40.30	94.67	37.20	46.42
Movement LOS	E	C	B	D	A	A	E	D	D	F	D	D
d_A, Approach Delay [s/veh]	22.18			18.27			44.74			54.91		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	27.55											
Intersection LOS	C											
Intersection V/C	0.637											

Emissions

Vehicle Miles Traveled [mph]	9.96	703.94	55.62	76.16	304.95	16.43	2.19	7.43	0.92	33.68	54.11	44.91
Stops [stops/h]	24.98	1041.86	61.86	248.70	343.84	16.07	31.89	84.07	10.33	245.03	225.05	218.58
Fuel consumption [US gal/h]	0.94	44.74	3.10	8.51	16.78	0.85	0.84	2.18	0.27	7.73	6.88	6.56
CO [g/h]	65.40	3127.55	216.72	595.03	1172.74	59.65	58.57	152.62	18.63	540.07	480.81	458.69
NOx [g/h]	12.72	608.51	42.17	115.77	228.17	11.61	11.40	29.69	3.63	105.08	93.55	89.24
VOC [g/h]	15.16	724.84	50.23	137.90	271.79	13.82	13.57	35.37	4.32	125.17	111.43	106.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.357	3.375	2.597	2.885
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	740	640	740
d_b, Bicycle Delay [s]	27.38	19.85	23.12	19.85
l_b,int, Bicycle LOS Score for Intersection	2.601	2.300	1.686	2.214
Bicycle LOS	B	B	A	B

Sequence

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

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

Control Type:	All-way stop	Delay (sec / veh):	18.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	101	339	14	52	200	45	62	108	53	3	146	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	25	5	10	12	30	61	78	0	1	83	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	395	20	67	230	79	129	196	58	4	242	71
Peak Hour Factor	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	111	6	19	65	22	36	55	16	1	68	20
Total Analysis Volume [veh/h]	124	445	23	75	259	89	145	221	65	5	272	80
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	417	441	445	406	429	467	411	434	472	513	553
Degree of Utilization, x	0.30	0.53	0.53	0.18	0.60	0.19	0.35	0.51	0.14	0.01	0.64

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.23	3.03	2.99	0.67	3.87	0.70	1.57	2.82	0.48	0.03	4.47
95th-Percentile Queue Length [ft]	30.79	75.84	74.77	16.74	96.68	17.42	39.17	70.50	11.89	0.74	111.69
Approach Delay [s/veh]	18.61			19.11			17.10			19.80	
Approach LOS	C			C			C			C	
Intersection Delay [s/veh]	18.60										
Intersection LOS	C										

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

Control Type:	Signalized	Delay (sec / veh):	41.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	61	772	16	19	398	37	94	118	36	19	226	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	74	400	4	8	504	114	281	126	58	7	98	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	39	0	0	24	0	0	23
Total Hourly Volume [veh/h]	140	1241	16	29	938	115	383	255	73	28	344	68
Peak Hour Factor	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	367	5	9	277	34	113	75	22	8	102	20
Total Analysis Volume [veh/h]	165	1466	19	34	1108	136	453	301	86	33	406	80
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	37	0	5	32	0	26	26	0	26	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	0	32	43	0	19	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	51	51	3	43	43	28	36	36	3	12	12
g / C, Green / Cycle	0.10	0.46	0.46	0.03	0.39	0.39	0.25	0.33	0.33	0.03	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.09	0.41	0.01	0.02	0.31	0.08	0.25	0.08	0.05	0.02	0.08	0.05
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	181	1679	750	54	1425	636	461	1194	533	55	549	171
d1, Uniform Delay [s]	49.02	26.55	15.98	52.78	29.13	22.07	40.77	26.92	26.07	52.65	47.68	46.23
k, delay calibration	0.32	0.50	0.50	0.11	0.50	0.50	0.44	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	35.06	6.60	0.06	11.75	4.24	0.77	35.28	0.11	0.14	9.88	1.97	1.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.87	0.03	0.63	0.78	0.21	0.98	0.25	0.16	0.60	0.74	0.47
d, Delay for Lane Group [s/veh]	84.08	33.15	16.04	64.53	33.37	22.84	76.05	27.03	26.21	62.53	49.65	48.20
Lane Group LOS	F	C	B	E	C	C	E	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.11	17.29	0.26	1.08	12.77	2.35	16.26	2.83	1.58	1.04	3.62	2.11
50th-Percentile Queue Length [ft/ln]	152.69	432.34	6.47	26.97	319.18	58.85	406.53	70.73	39.41	25.90	90.60	52.83
95th-Percentile Queue Length [veh/ln]	10.16	24.11	0.47	1.94	18.63	4.24	22.87	5.09	2.84	1.86	6.52	3.80
95th-Percentile Queue Length [ft/ln]	254.02	602.84	11.64	48.55	465.68	105.92	571.87	127.32	70.93	46.62	163.07	95.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	84.08	33.15	16.04	64.53	33.37	22.84	76.05	27.03	26.21	62.53	49.65	48.20
Movement LOS	F	C	B	E	C	C	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	38.05			33.08			53.38			50.25		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	41.05											
Intersection LOS	D											
Intersection V/C	0.753											

Emissions

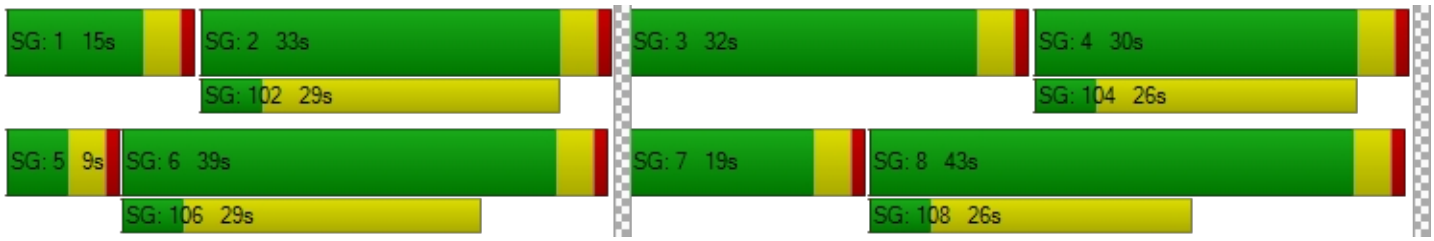
Vehicle Miles Traveled [mph]	10.75	95.51	1.24	2.69	87.76	10.77	49.36	32.80	9.37	16.63	204.56	40.31
Stops [stops/h]	199.89	1131.93	8.47	35.31	835.68	77.04	532.19	185.19	51.59	33.91	355.79	69.16
Fuel consumption [US gal/h]	5.68	27.24	0.21	0.98	20.92	1.96	14.01	4.65	1.30	1.35	14.92	2.91
CO [g/h]	396.79	1903.86	14.66	68.35	1462.51	136.94	979.03	325.00	90.94	94.26	1043.22	203.26
NOx [g/h]	77.20	370.42	2.85	13.30	284.55	26.64	190.48	63.23	17.69	18.34	202.97	39.55
VOC [g/h]	91.96	441.24	3.40	15.84	338.95	31.74	226.90	75.32	21.08	21.85	241.78	47.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.179	3.333	2.938	2.805
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	527	709	473
d_b, Bicycle Delay [s]	25.57	29.82	22.91	32.07
l_b,int, Bicycle LOS Score for Intersection	2.925	2.646	2.272	1.858
Bicycle LOS	C	B	B	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	26.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

Intersection Setup

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

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	25	15	1	6	6	6	44	267	42	7	295	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	95	0	28	0	0	0	0	544	101	63	251	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	29	0	0	7	0	0	147	0	0	9
Total Hourly Volume [veh/h]	122	16	0	7	7	0	48	835	0	71	573	0
Peak Hour Factor	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	7	0	3	3	0	20	350	0	30	241	0
Total Analysis Volume [veh/h]	205	27	0	12	12	0	81	1402	0	119	962	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	7	31	0	7	31	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	25	0	0	25	0	0	8	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	34	0	0	34	0	11	35	0	11	35	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	5	24	24	7	26	26
g / C, Green / Cycle	0.46	0.46	0.06	0.30	0.30	0.08	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.15	0.01	0.04	0.25	0.25	0.07	0.17	0.17
s, saturation flow rate [veh/h]	1559	1668	1810	3618	1900	1810	3618	1900
c, Capacity [veh/h]	807	840	108	1097	576	151	1183	622
d1, Uniform Delay [s]	13.21	11.66	37.04	26.04	26.04	35.97	21.94	21.94
k, delay calibration	0.50	0.50	0.11	0.11	0.19	0.17	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.90	0.06	10.09	1.79	5.82	13.58	0.37	0.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.03	0.75	0.84	0.84	0.79	0.53	0.53
d, Delay for Lane Group [s/veh]	14.11	11.73	47.13	27.83	31.86	49.56	22.31	22.65
Lane Group LOS	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.61	0.23	1.79	7.77	8.81	2.74	4.50	4.78
50th-Percentile Queue Length [ft/ln]	65.18	5.71	44.81	194.21	220.13	68.48	112.47	119.60
95th-Percentile Queue Length [veh/ln]	4.69	0.41	3.23	12.34	13.67	4.93	7.98	8.37
95th-Percentile Queue Length [ft/ln]	117.33	10.28	80.66	308.48	341.79	123.26	199.44	209.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.11	14.11	14.11	11.73	11.73	11.73	47.13	29.22	31.86	49.56	22.43	22.65
Movement LOS	B	B	B	B	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.11			11.73			30.19			25.41		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	26.88											
Intersection LOS	C											
Intersection V/C	0.469											

Emissions

Vehicle Miles Traveled [mph]	64.66	2.68	20.09	228.04	119.77	16.77	88.86	46.67
Stops [stops/h]	117.33	10.28	80.66	699.15	396.24	123.26	404.90	215.28
Fuel consumption [US gal/h]	3.98	0.24	2.29	20.24	11.31	3.01	10.02	5.31
CO [g/h]	277.93	16.56	160.00	1414.93	790.76	210.50	700.69	371.40
NOx [g/h]	54.07	3.22	31.13	275.29	153.85	40.95	136.33	72.26
VOC [g/h]	64.41	3.84	37.08	327.92	183.27	48.78	162.39	86.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.015	1.805	3.611	3.090
Crosswalk LOS	B	A	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	750	750	775	775
d_b, Bicycle Delay [s]	15.63	15.63	15.01	15.01
l_b,int, Bicycle LOS Score for Intersection	1.990	1.611	2.456	2.159
Bicycle LOS	A	A	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	50.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	45	102	55	12	91	87	260	292	72	63	243	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	4	0	15	9	75	15	630	87	0	333	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	43	0	0	41	0	0	9
Total Hourly Volume [veh/h]	60	115	45	28	108	127	298	948	124	69	598	27
Peak Hour Factor	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	42	17	10	40	47	109	348	46	25	220	10
Total Analysis Volume [veh/h]	88	169	66	41	159	187	438	1393	182	101	878	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	6	32	0	6	32	0	51	53	53	13	15	15
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	36	0	9	36	0	29	43	43	12	26	26
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	5	34	34	3	32	25	40	49	7	22	29
g / C, Green / Cycle	0.05	0.34	0.34	0.03	0.32	0.25	0.40	0.49	0.07	0.22	0.29
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.04	0.02	0.20	0.24	0.39	0.11	0.06	0.24	0.02
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1735	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	90	637	541	63	555	452	1444	790	128	796	476
d1, Uniform Delay [s]	47.43	24.27	23.05	47.64	28.88	37.11	29.37	14.71	45.71	39.00	25.48
k, delay calibration	0.19	0.50	0.50	0.11	0.50	0.11	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	52.09	1.02	0.46	10.58	5.21	13.48	5.50	0.68	10.10	51.35	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.27	0.12	0.65	0.62	0.97	0.96	0.23	0.79	1.10	0.08
d, Delay for Lane Group [s/veh]	99.52	25.29	23.51	58.22	34.09	50.59	34.87	15.39	55.80	90.35	25.56
Lane Group LOS	F	C	C	E	C	D	C	B	E	F	C
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.48	3.07	1.14	1.16	7.43	11.67	15.97	2.33	2.74	14.91	0.67
50th-Percentile Queue Length [ft/ln]	87.08	76.73	28.53	29.04	185.65	291.82	399.13	58.20	68.50	372.79	16.69
95th-Percentile Queue Length [veh/ln]	6.27	5.52	2.05	2.09	11.90	17.28	22.52	4.19	4.93	22.38	1.20
95th-Percentile Queue Length [ft/ln]	156.74	138.11	51.35	52.27	297.38	431.90	562.95	104.76	123.30	559.61	30.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	99.52	25.29	23.51	58.22	34.09	34.09	50.59	34.87	15.39	55.80	90.35	25.56
Movement LOS	F	C	C	E	C	C	D	C	B	E	F	C
d_A, Approach Delay [s/veh]	45.15			36.64			36.53			84.39		
Approach LOS	D			D			D			F		
d_I, Intersection Delay [s/veh]	50.32											
Intersection LOS	D											
Intersection V/C	0.733											

Emissions

Vehicle Miles Traveled [mph]	22.17	42.58	16.63	20.59	173.75	40.21	127.89	16.71	25.06	217.81	9.92
Stops [stops/h]	125.39	110.49	41.08	41.82	267.34	420.22	1149.48	83.81	98.64	1073.63	24.03
Fuel consumption [US gal/h]	3.39	3.23	1.23	1.71	11.68	11.11	28.56	2.18	3.23	36.96	0.85
CO [g/h]	236.78	225.98	85.79	119.63	816.42	776.72	1996.33	152.73	225.93	2583.27	59.20
NOx [g/h]	46.07	43.97	16.69	23.27	158.85	151.12	388.41	29.72	43.96	502.61	11.52
VOC [g/h]	54.88	52.37	19.88	27.72	189.21	180.01	462.67	35.40	52.36	598.70	13.72

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.359	2.537	3.310	3.145
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	640	640	780	440
d_b, Bicycle Delay [s]	23.12	23.12	18.61	30.42
l_b,int, Bicycle LOS Score for Intersection	2.117	2.269	3.254	2.408
Bicycle LOS	B	B	C	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	28.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

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

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	105	134	10	6	24	44	269	599	104	3	385	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	95	0	0	0	0	0	0	759	176	0	431	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	12	0	0	72	0	0	3
Total Hourly Volume [veh/h]	209	146	8	7	26	36	293	1412	217	3	851	8
Peak Hour Factor	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	51	3	2	9	13	102	492	76	1	297	3
Total Analysis Volume [veh/h]	292	204	11	10	36	50	409	1970	303	4	1187	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	27	57	0	5	35	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	32	60	0	10	38	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	24	60	60	1	37	37
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.24	0.60	0.60	0.01	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.22	0.11	0.01	0.05	0.23	0.54	0.19	0.00	0.33	0.01
s, saturation flow rate [veh/h]	1332	1883	1185	1723	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	357	509	260	466	443	2185	975	10	1320	589
d1, Uniform Delay [s]	39.56	30.05	35.71	28.01	36.84	17.22	9.66	49.54	30.03	20.31
k, delay calibration	0.50	0.50	0.50	0.50	0.31	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.47	2.56	0.28	0.87	19.24	1.58	0.18	22.25	2.50	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.42	0.04	0.18	0.92	0.90	0.31	0.39	0.90	0.02
d, Delay for Lane Group [s/veh]	58.02	32.61	35.99	28.89	56.08	18.80	9.84	71.79	32.53	20.33
Lane Group LOS	E	C	D	C	E	B	A	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.76	4.48	0.22	1.65	11.57	16.51	2.81	0.16	12.88	0.16
50th-Percentile Queue Length [ft/ln]	218.89	111.88	5.56	41.17	289.23	412.76	70.34	4.00	321.97	3.94
95th-Percentile Queue Length [veh/ln]	13.61	7.94	0.40	2.96	17.15	23.17	5.06	0.29	18.76	0.28
95th-Percentile Queue Length [ft/ln]	340.20	198.62	10.00	74.11	428.69	579.35	126.60	7.20	469.11	7.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.02	32.61	32.61	35.99	28.89	28.89	56.08	18.80	9.84	71.79	32.53	20.33
Movement LOS	E	C	C	D	C	C	E	B	A	E	C	C
d_A, Approach Delay [s/veh]	47.24			29.63			23.47			32.55		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	28.72											
Intersection LOS	C											
Intersection V/C	0.773											

Emissions

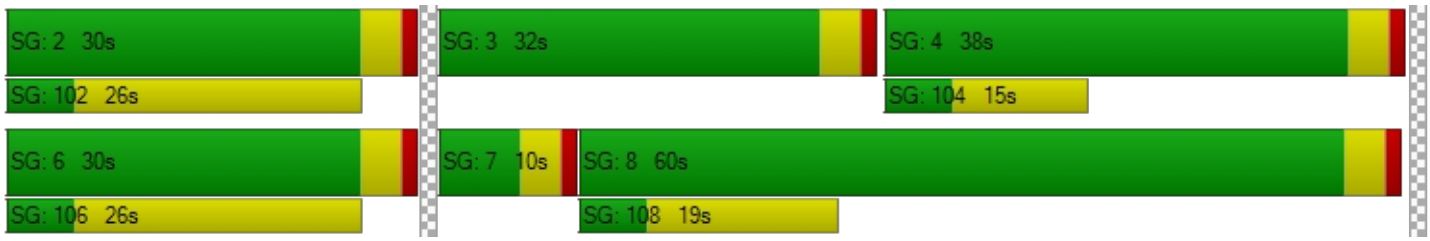
Vehicle Miles Traveled [mph]	99.19	73.03	2.42	20.79	47.90	230.70	35.48	0.33	97.27	0.90
Stops [stops/h]	315.20	161.11	8.00	59.29	416.49	1188.74	101.28	5.76	927.29	5.68
Fuel consumption [US gal/h]	10.10	5.63	0.24	1.83	11.49	30.23	3.08	0.14	22.72	0.15
CO [g/h]	705.77	393.21	16.67	128.09	802.99	2112.75	215.44	9.88	1588.20	10.28
NOx [g/h]	137.32	76.50	3.24	24.92	156.23	411.07	41.92	1.92	309.01	2.00
VOC [g/h]	163.57	91.13	3.86	29.69	186.10	489.65	49.93	2.29	368.08	2.38

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.443	2.282	4.024	3.258
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	520	1120	680
d_b, Bicycle Delay [s]	27.38	27.38	9.68	21.78
l_b,int, Bicycle LOS Score for Intersection	2.401	1.738	3.832	2.554
Bicycle LOS	B	A	D	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.424

Intersection Setup

Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	635.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	118	28	613	0	0	0	43	361	0	0	307	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0000	1.0000	1.0000	1.0900	1.0900	1.0000	1.0000	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	100	0	354	0	0	0	50	581	0	0	257	269
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	256	0	0	0	0	0	0	0	0	128
Total Hourly Volume [veh/h]	229	31	766	0	0	0	97	974	0	0	592	385
Peak Hour Factor	0.8478	0.8478	0.8478	1.0000	1.0000	1.0000	0.8478	0.8478	1.0000	1.0000	0.8478	0.8478
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	9	226	0	0	0	29	287	0	0	175	114
Total Analysis Volume [veh/h]	270	37	903	0	0	0	114	1149	0	0	698	454
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	73	0	0	0	0	5	39	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	15	0	0	0	0	9	45	0	0	36	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	23		4	29	20	20
g / C, Green / Cycle	0.39	0.39	0.39		0.07	0.48	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.08	0.08	0.11		0.03	0.32	0.19	0.28
s, saturation flow rate [veh/h]	1810	1831	8500		3514	3618	3618	1615
c, Capacity [veh/h]	698	706	3279		252	1740	1239	553
d1, Uniform Delay [s]	12.37	12.35	12.66		26.72	11.85	16.07	18.04
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.73	0.71	0.21		1.27	0.43	0.40	3.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.22	0.22	0.28		0.45	0.66	0.56	0.82
d, Delay for Lane Group [s/veh]	13.09	13.06	12.87		27.99	12.28	16.47	21.13
Lane Group LOS	B	B	B		C	B	B	C
Critical Lane Group	No	No	Yes		No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.37	1.37	7.59		0.75	4.41	3.57	5.59
50th-Percentile Queue Length [ft/ln]	34.24	34.15	189.79		18.66	110.25	89.23	139.68
95th-Percentile Queue Length [veh/ln]	2.46	2.46	12.11		1.34	7.85	6.42	9.46
95th-Percentile Queue Length [ft/ln]	61.62	61.47	302.75		33.58	196.35	160.62	236.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.09	13.06	12.87	0.00	0.00	0.00	27.99	12.28	0.00	0.00	16.47	21.13
Movement LOS	B	B	B				C	B			B	C
d_A, Approach Delay [s/veh]	12.92			0.00			13.70			18.31		
Approach LOS	B			A			B			B		
d_I, Intersection Delay [s/veh]	14.90											
Intersection LOS	B											
Intersection V/C	0.424											

Emissions

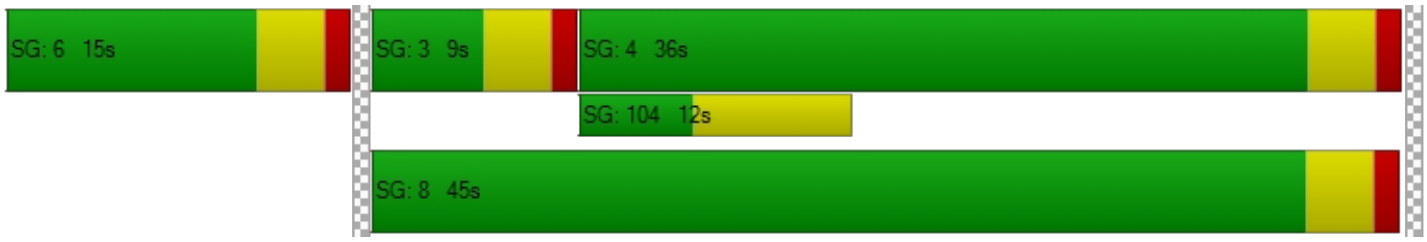
Vehicle Miles Traveled [mph]	22.98	22.98	135.20		16.39	165.15	81.74	53.17
Stops [stops/h]	82.16	81.96	455.49		89.56	529.20	428.33	335.22
Fuel consumption [US gal/h]	1.81	1.81	10.45		2.32	15.11	8.07	5.99
CO [g/h]	126.45	126.31	730.30		162.49	1056.36	564.17	418.93
NOx [g/h]	24.60	24.57	142.09		31.61	205.53	109.77	81.51
VOC [g/h]	29.31	29.27	169.25		37.66	244.82	130.75	97.09

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.159	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	367	0	1367	1067
d_b, Bicycle Delay [s]	20.01	30.00	3.01	6.53
l_b,int, Bicycle LOS Score for Intersection	3.979	4.132	2.602	2.616
Bicycle LOS	D	D	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.439

Intersection Setup

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

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	187	4	37	0	218	29	130	295	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	32	496	0	100	0	103	50	174	183	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	32	0	0	35	0	0	21	0	0	0
Total Hourly Volume [veh/h]	0	0	32	700	4	105	0	341	61	316	505	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8617	0.8617	0.8617	1.0000	0.8328	0.8328	0.8983	0.8983	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	203	1	30	0	102	18	88	141	0
Total Analysis Volume [veh/h]	0	0	32	812	5	122	0	409	73	352	562	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

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

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		29	29	29	10	10	9	23
g / C, Green / Cycle		0.49	0.49	0.49	0.17	0.17	0.15	0.38
(v / s)_i Volume / Saturation Flow Rate		0.23	0.23	0.08	0.11	0.05	0.10	0.16
s, saturation flow rate [veh/h]		1810	1811	1615	3618	1615	3514	3618
c, Capacity [veh/h]		880	880	785	603	269	517	1376
d1, Uniform Delay [s]		10.23	10.23	8.57	23.49	21.82	24.25	13.63
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.76	1.76	0.42	1.35	0.54	1.58	0.19
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.46	0.46	0.16	0.68	0.27	0.68	0.41
d, Delay for Lane Group [s/veh]		11.99	11.98	8.99	24.84	22.36	25.83	13.83
Lane Group LOS		B	B	A	C	C	C	B
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		3.17	3.17	0.78	2.49	0.83	2.20	2.29
50th-Percentile Queue Length [ft/ln]		79.37	79.36	19.46	62.34	20.74	55.03	57.35
95th-Percentile Queue Length [veh/ln]		5.71	5.71	1.40	4.49	1.49	3.96	4.13
95th-Percentile Queue Length [ft/ln]		142.87	142.85	35.03	112.21	37.33	99.05	103.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.99	11.98	8.99	0.00	24.84	22.36	25.83	13.83	0.00
Movement LOS				B	B	A		C	C	C	B	
d_A, Approach Delay [s/veh]	0.00			11.60			24.47			18.45		
Approach LOS	A			B			C			B		
d_I, Intersection Delay [s/veh]	16.94											
Intersection LOS	B											
Intersection V/C	0.439											

Emissions

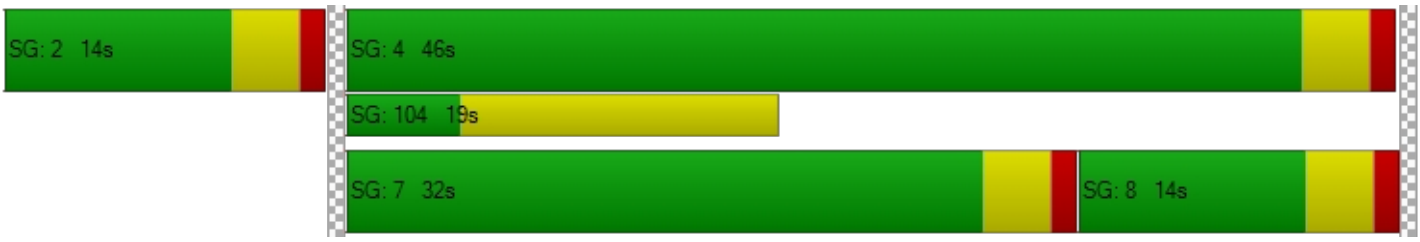
Vehicle Miles Traveled [mph]		27.38	27.39	8.18	46.56	8.31	50.59	80.78
Stops [stops/h]		190.50	190.46	46.71	299.22	49.77	264.13	275.28
Fuel consumption [US gal/h]		3.85	3.85	0.97	7.38	1.24	6.87	7.77
CO [g/h]		269.04	269.01	68.15	516.14	86.39	480.13	543.35
NOx [g/h]		52.35	52.34	13.26	100.42	16.81	93.42	105.72
VOC [g/h]		62.35	62.34	15.79	119.62	20.02	111.28	125.93

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0		0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68		0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.393		0.000	0.000
Crosswalk LOS	F	B		F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000		2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333		333	1400
d_b, Bicycle Delay [s]	30.00	20.83		20.83	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	3.167		1.975	2.314
Bicycle LOS	D	C		A	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	26.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.312

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	74	297	98	54	174	43	23	193	48	80	334	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	23	0	1	7	5	4	14	14	0	18	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	27	0	0	13	0	0	17	0	0	35
Total Hourly Volume [veh/h]	124	347	80	60	197	39	29	224	49	87	382	104
Peak Hour Factor	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	100	23	17	57	11	8	64	14	25	110	30
Total Analysis Volume [veh/h]	143	399	92	69	226	45	33	258	56	100	439	120
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	9	26	0	9	26	0	5	22	0	7	24	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

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

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	44	44	4	40	40	3	10	10	6	13	13
g / C, Green / Cycle	0.10	0.55	0.55	0.05	0.51	0.51	0.03	0.13	0.13	0.07	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.08	0.13	0.13	0.04	0.07	0.07	0.02	0.07	0.03	0.06	0.12	0.07
s, saturation flow rate [veh/h]	1810	1900	1779	1810	1900	1793	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	179	1051	984	90	958	904	59	456	204	128	594	265
d1, Uniform Delay [s]	35.28	9.21	9.22	37.53	10.59	10.61	38.12	32.90	31.65	36.56	31.81	30.19
k, delay calibration	0.13	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.43	0.54	0.58	12.37	0.32	0.34	7.96	1.10	0.72	9.83	1.83	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.24	0.24	0.76	0.14	0.15	0.56	0.57	0.28	0.78	0.74	0.45
d, Delay for Lane Group [s/veh]	44.70	9.75	9.81	49.90	10.91	10.96	46.08	34.00	32.37	46.39	33.64	31.40
Lane Group LOS	D	A	A	D	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.02	2.01	1.91	1.57	1.19	1.16	0.73	2.27	0.96	2.16	3.90	2.04
50th-Percentile Queue Length [ft/ln]	75.61	50.17	47.66	39.25	29.71	28.90	18.34	56.86	24.04	53.96	97.58	50.90
95th-Percentile Queue Length [veh/ln]	5.44	3.61	3.43	2.83	2.14	2.08	1.32	4.09	1.73	3.88	7.03	3.66
95th-Percentile Queue Length [ft/ln]	136.09	90.31	85.78	70.65	53.47	52.02	33.01	102.34	43.27	97.12	175.65	91.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.70	9.77	9.81	49.90	10.93	10.96	46.08	34.00	32.37	46.39	33.64	31.40
Movement LOS	D	A	A	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	17.66			18.84			34.89			35.17		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	26.71											
Intersection LOS	C											
Intersection V/C	0.312											

Emissions

Vehicle Miles Traveled [mph]	71.66	126.60	119.45	34.54	68.97	66.68	16.70	130.58	28.34	16.63	72.99	19.95
Stops [stops/h]	136.09	90.31	85.78	70.65	53.47	52.02	33.01	204.68	43.27	97.12	351.30	91.62
Fuel consumption [US gal/h]	5.45	5.96	5.64	2.76	3.33	3.23	1.29	8.81	1.88	2.72	9.87	2.59
CO [g/h]	380.90	416.87	394.01	193.12	233.11	225.73	90.34	615.54	131.30	190.23	690.25	181.03
NOx [g/h]	74.11	81.11	76.66	37.57	45.35	43.92	17.58	119.76	25.55	37.01	134.30	35.22
VOC [g/h]	88.28	96.61	91.31	44.76	54.03	52.32	20.94	142.66	30.43	44.09	159.97	41.96

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.644	2.589	2.717	2.776
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	575
d_b, Bicycle Delay [s]	18.23	18.23	21.03	20.31
l_b,int, Bicycle LOS Score for Intersection	2.105	1.851	1.860	2.132
Bicycle LOS	B	A	A	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	46.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	92	634	50	62	407	16	13	205	97	107	342	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	103	401	0	0	496	53	75	32	69	26	41	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	18	0	0	44	0	0	28
Total Hourly Volume [veh/h]	203	1092	37	68	940	52	89	255	131	143	414	84
Peak Hour Factor	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	350	12	22	301	17	29	82	42	46	133	27
Total Analysis Volume [veh/h]	260	1400	47	87	1205	67	114	327	168	183	531	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	47	0	6	39	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	30	0	14	32	0	9	30	0	16	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	45	45	6	43	43	5	12	12	11	18	18
g / C, Green / Cycle	0.09	0.50	0.50	0.06	0.48	0.48	0.06	0.13	0.13	0.12	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.14	0.27	0.03	0.05	0.33	0.04	0.06	0.09	0.10	0.10	0.15	0.07
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	161	2608	814	113	1728	771	101	489	218	218	724	323
d1, Uniform Delay [s]	41.00	15.18	11.41	41.53	18.41	12.81	42.50	37.00	37.57	38.72	33.74	30.85
k, delay calibration	0.35	0.50	0.50	0.11	0.50	0.50	0.35	0.11	0.11	0.23	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	296.59	0.80	0.14	10.28	2.36	0.22	115.73	1.59	5.65	15.93	1.46	0.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.62	0.54	0.06	0.77	0.70	0.09	1.13	0.67	0.77	0.84	0.73	0.33
d, Delay for Lane Group [s/veh]	337.59	15.98	11.54	51.82	20.77	13.03	158.23	38.59	43.21	54.65	35.20	31.46
Lane Group LOS	F	B	B	D	C	B	F	D	D	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	16.64	5.83	0.46	2.14	9.13	0.71	5.37	3.36	3.73	4.85	5.48	2.04
50th-Percentile Queue Length [ft/ln]	416.09	145.76	11.43	53.51	228.18	17.75	134.14	83.91	93.28	121.36	136.93	50.92
95th-Percentile Queue Length [veh/ln]	26.92	9.79	0.82	3.85	14.08	1.28	9.49	6.04	6.72	8.47	9.32	3.67
95th-Percentile Queue Length [ft/ln]	672.97	244.75	20.58	96.32	352.04	31.95	237.32	151.04	167.90	211.69	232.89	91.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	337.59	15.98	11.54	51.82	20.77	13.03	158.23	38.59	43.21	54.65	35.20	31.46
Movement LOS	F	B	B	D	C	B	F	D	D	D	D	C
d_A, Approach Delay [s/veh]	64.84			22.38			62.26			39.04		
Approach LOS	E			C			E			D		
d_I, Intersection Delay [s/veh]	46.94											
Intersection LOS	D											
Intersection V/C	0.687											

Emissions

Vehicle Miles Traveled [mph]	13.92	74.94	2.52	38.33	530.95	29.52	11.01	31.57	16.22	92.62	268.75	54.66
Stops [stops/h]	665.74	699.63	18.29	85.62	730.16	28.40	214.62	268.51	149.24	194.17	438.19	81.47
Fuel consumption [US gal/h]	26.61	15.82	0.42	3.30	32.37	1.54	6.72	6.99	3.89	6.92	17.29	3.39
CO [g/h]	1860.25	1105.86	29.64	230.38	2262.77	107.83	469.45	488.50	271.83	483.75	1208.46	237.08
NOx [g/h]	361.94	215.16	5.77	44.82	440.25	20.98	91.34	95.04	52.89	94.12	235.12	46.13
VOC [g/h]	431.13	256.29	6.87	53.39	524.42	24.99	108.80	113.21	63.00	112.11	280.07	54.94

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.352	3.253	2.890	2.709
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	622	578	733
d_b, Bicycle Delay [s]	22.76	21.36	22.76	18.05
l_b,int, Bicycle LOS Score for Intersection	2.506	2.696	2.098	2.261
Bicycle LOS	B	B	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.282

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	7	0	13	11	301	0	0	367	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	57	0	51	81	33	14	44	0	0	39	52
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	57	0	59	81	47	26	372	0	0	439	84
Peak Hour Factor	1.0000	1.0000	1.0000	0.7917	1.0000	0.7917	0.6689	0.6689	0.6689	0.7828	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	14	0	19	20	15	10	139	0	0	140	27
Total Analysis Volume [veh/h]	0	57	0	75	81	59	39	556	0	0	561	107
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	10	0	8	33	0	5	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	3	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	14	0	12	37	0	9	34	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	10	10	2	38	38	0	36	36
g / C, Green / Cycle	0.16	0.16	0.16	0.16	0.04	0.64	0.64	0.00	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.00	0.03	0.05	0.08	0.02	0.15	0.00	0.00	0.18	0.18
s, saturation flow rate [veh/h]	1319	1976	1368	1768	1810	3618	1615	1810	1900	1796
c, Capacity [veh/h]	196	320	263	287	77	2298	1026	5	1131	1069
d1, Uniform Delay [s]	0.00	21.68	25.46	22.87	28.10	4.72	0.00	0.00	6.00	6.01
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.26	0.59	1.29	5.00	0.25	0.00	0.00	0.69	0.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.18	0.29	0.49	0.50	0.24	0.00	0.00	0.30	0.30
d, Delay for Lane Group [s/veh]	0.00	21.95	26.05	24.15	33.09	4.97	0.00	0.00	6.69	6.74
Lane Group LOS	A	C	C	C	C	A	A	A	A	A
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.67	1.00	1.79	0.60	0.90	0.00	0.00	1.54	1.47
50th-Percentile Queue Length [ft/ln]	0.00	16.84	24.97	44.68	15.06	22.46	0.00	0.00	38.41	36.85
95th-Percentile Queue Length [veh/ln]	0.00	1.21	1.80	3.22	1.08	1.62	0.00	0.00	2.77	2.65
95th-Percentile Queue Length [ft/ln]	0.00	30.32	44.95	80.42	27.10	40.42	0.00	0.00	69.14	66.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	21.95	21.95	26.05	24.15	24.15	33.09	4.97	0.00	0.00	6.71	6.74
Movement LOS	A	C	C	C	C	C	C	A	A	A	A	A
d_A, Approach Delay [s/veh]		21.95			24.82			6.81			6.72	
Approach LOS		C			C			A			A	
d_I, Intersection Delay [s/veh]	9.85											
Intersection LOS	A											
Intersection V/C	0.282											

Emissions

Vehicle Miles Traveled [mph]	0.00	4.56	17.00	31.74	2.73	38.95	0.00	0.00	20.41	19.40
Stops [stops/h]	0.00	40.42	59.93	107.23	36.13	107.79	0.00	0.00	92.19	88.44
Fuel consumption [US gal/h]	0.00	0.67	1.43	2.59	0.81	3.24	0.00	0.00	2.31	2.21
CO [g/h]	0.00	46.53	99.86	180.83	56.31	226.29	0.00	0.00	161.63	154.57
NOx [g/h]	0.00	9.05	19.43	35.18	10.96	44.03	0.00	0.00	31.45	30.07
VOC [g/h]	0.00	10.78	23.14	41.91	13.05	52.45	0.00	0.00	37.46	35.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	1.966	0.000	0.000	0.000
Crosswalk LOS	A	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	333	1100	1000
d_b, Bicycle Delay [s]	20.83	20.83	6.08	7.50
l_b,int, Bicycle LOS Score for Intersection	1.654	1.914	2.050	2.111
Bicycle LOS	A	A	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.365

Intersection Setup

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

Volumes

Name	Indian Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	206	2	1	84	87	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	95	0	4	77	12	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	68
Total Hourly Volume [veh/h]	320	2	5	169	107	205
Peak Hour Factor	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	1	1	50	32	61
Total Analysis Volume [veh/h]	381	2	6	201	127	244
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	28	0	5	24	15	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	32	0	9	28	19	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	15	1	37	33	33
g / C, Green / Cycle	0.25	0.25	0.01	0.62	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.21	0.00	0.00	0.06	0.04	0.15
s, saturation flow rate [veh/h]	1810	1615	1810	3618	3618	1615
c, Capacity [veh/h]	448	400	16	2239	1965	877
d1, Uniform Delay [s]	21.51	17.00	29.55	4.61	6.49	7.37
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.61	0.00	12.92	0.08	0.06	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.01	0.36	0.09	0.06	0.28
d, Delay for Lane Group [s/veh]	26.12	17.01	42.48	4.69	6.55	8.16
Lane Group LOS	C	B	D	A	A	A
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.13	0.02	0.14	0.37	0.28	1.35
50th-Percentile Queue Length [ft/ln]	128.18	0.49	3.50	9.22	7.07	33.78
95th-Percentile Queue Length [veh/ln]	8.84	0.03	0.25	0.66	0.51	2.43
95th-Percentile Queue Length [ft/ln]	221.01	0.87	6.30	16.59	12.72	60.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.12	17.01	42.48	4.69	6.55	8.16
Movement LOS	C	B	D	A	A	A
d_A, Approach Delay [s/veh]	26.07		5.79		7.61	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	14.57					
Intersection LOS	B					
Intersection V/C	0.365					

Emissions

Vehicle Miles Traveled [mph]	95.66	0.50	0.46	15.46	12.87	24.72
Stops [stops/h]	307.62	1.17	8.40	44.24	33.91	81.06
Fuel consumption [US gal/h]	7.98	0.03	0.13	1.11	1.03	2.26
CO [g/h]	558.14	2.43	9.27	77.86	72.14	158.02
NOx [g/h]	108.59	0.47	1.80	15.15	14.04	30.74
VOC [g/h]	129.36	0.56	2.15	18.05	16.72	36.62

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.187	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	933	800	500
d_b, Bicycle Delay [s]	8.53	10.80	16.88
l_b,int, Bicycle LOS Score for Intersection	1.560	1.730	1.922
Bicycle LOS	A	A	A

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.332

Intersection Setup

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

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	155	3	80	41	1	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	24	63	114	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	7	0	0	0	25
Total Hourly Volume [veh/h]	258	20	150	159	1	76
Peak Hour Factor	0.6058	0.6058	0.6058	0.6058	0.6058	0.6058
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	106	8	62	66	0	31
Total Analysis Volume [veh/h]	426	33	248	262	2	125
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	10	0	23	37	15	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	0	20	34	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	31	31	31	31	31	31
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	6	20	3	3
g / C, Green / Cycle	0.32	0.32	0.19	0.63	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.12	0.02	0.14	0.07	0.00	0.08
s, saturation flow rate [veh/h]	3618	1615	1810	3618	1810	1615
c, Capacity [veh/h]	1144	511	341	2291	198	177
d1, Uniform Delay [s]	8.24	7.42	11.86	2.25	12.34	13.36
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.05	2.98	0.02	0.02	5.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.06	0.73	0.11	0.01	0.71
d, Delay for Lane Group [s/veh]	8.44	7.47	14.84	2.28	12.36	18.49
Lane Group LOS	A	A	B	A	B	B
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.59	0.09	1.27	0.01	0.01	0.90
50th-Percentile Queue Length [ft/ln]	14.75	2.13	31.69	0.17	0.27	22.50
95th-Percentile Queue Length [veh/ln]	1.06	0.15	2.28	0.01	0.02	1.62
95th-Percentile Queue Length [ft/ln]	26.55	3.84	57.05	0.31	0.48	40.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.44	7.47	14.84	2.28	12.36	18.49
Movement LOS	A	A	B	A	B	B
d_A, Approach Delay [s/veh]	8.37		8.39		18.40	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	9.54					
Intersection LOS	A					
Intersection V/C	0.332					

Emissions

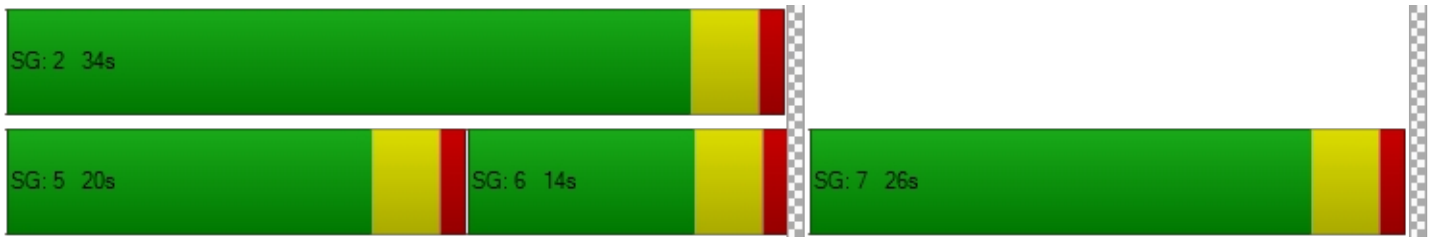
Vehicle Miles Traveled [mph]	61.34	4.75	45.70	48.28	0.14	8.55
Stops [stops/h]	137.17	9.92	147.34	1.62	1.24	104.63
Fuel consumption [US gal/h]	4.54	0.34	4.15	1.80	0.02	1.40
CO [g/h]	317.33	23.51	289.92	125.56	1.22	97.89
NOx [g/h]	61.74	4.57	56.41	24.43	0.24	19.05
VOC [g/h]	73.54	5.45	67.19	29.10	0.28	22.69

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	646	1937	1421
d_b, Bicycle Delay [s]	7.10	0.02	1.30
l_b,int, Bicycle LOS Score for Intersection	1.944	1.980	1.560
Bicycle LOS	A	A	A

Sequence

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



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

Control Type:	All-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.388

Intersection Setup

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

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	66	231	22	54	200	68	56	89	42	36	147	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	61	0	0	21	0	0	12	9	0	11	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	313	22	59	239	74	61	109	55	39	171	73
Peak Hour Factor	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	93	7	17	71	22	18	32	16	12	51	22
Total Analysis Volume [veh/h]	115	370	26	70	283	87	72	129	65	46	202	86
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	486	519	526	482	514	538	514	565	489	520	572
Degree of Utilization, x	0.24	0.38	0.38	0.15	0.36	0.34	0.14	0.34	0.09	0.39	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.91	1.77	1.74	0.51	1.62	1.52	0.48	1.52	0.31	1.82	0.53
95th-Percentile Queue Length [ft]	22.83	44.34	43.52	12.63	40.57	38.02	12.11	38.02	7.75	45.53	13.16
Approach Delay [s/veh]	13.45			12.94			11.96		12.53		
Approach LOS	B			B			B		B		
Intersection Delay [s/veh]	12.85										
Intersection LOS	B										

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

Control Type:	Signalized	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	32	621	138	15	612	12	21	4	18	211	4	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	690	0	21	699	2	1	0	10	0	6	31
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	38	0	0	4	0	0	8	0	0	21
Total Hourly Volume [veh/h]	43	1367	112	37	1366	11	24	4	22	230	10	61
Peak Hour Factor	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	363	30	10	363	3	6	1	6	61	3	16
Total Analysis Volume [veh/h]	46	1452	119	39	1451	12	25	4	23	244	11	65
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	0	12	0	0	10	0	0	37	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	27	0	0	16	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	48	48	41	41	41	7	13	13	13
g / C, Green / Cycle	0.04	0.60	0.60	0.51	0.51	0.51	0.09	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.03	0.29	0.29	0.12	0.28	0.01	0.03	0.13	0.01	0.04
s, saturation flow rate [veh/h]	1810	3618	1827	332	5176	1615	1724	1810	1900	1615
c, Capacity [veh/h]	73	2167	1095	193	2632	821	148	299	314	267
d1, Uniform Delay [s]	37.80	9.04	9.04	21.65	13.42	9.73	34.46	32.23	28.05	29.06
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.60	0.77	1.52	2.36	0.84	0.03	1.41	5.45	0.05	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.48	0.48	0.20	0.55	0.01	0.35	0.82	0.04	0.24
d, Delay for Lane Group [s/veh]	46.39	9.81	10.56	24.00	14.26	9.76	35.87	37.68	28.09	29.53
Lane Group LOS	D	A	B	C	B	A	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.05	4.64	4.92	0.65	5.14	0.10	1.00	4.94	0.18	1.11
50th-Percentile Queue Length [ft/ln]	26.13	116.07	123.02	16.16	128.40	2.40	25.12	123.45	4.50	27.80
95th-Percentile Queue Length [veh/ln]	1.88	8.18	8.56	1.16	8.85	0.17	1.81	8.58	0.32	2.00
95th-Percentile Queue Length [ft/ln]	47.03	204.41	213.97	29.09	221.31	4.33	45.22	214.56	8.10	50.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.39	10.02	10.56	24.00	14.26	9.76	35.87	35.87	35.87	37.68	28.09	29.53
Movement LOS	D	B	B	C	B	A	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	11.09			14.47			35.87			35.70		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	15.17											
Intersection LOS	B											
Intersection V/C	0.471											

Emissions

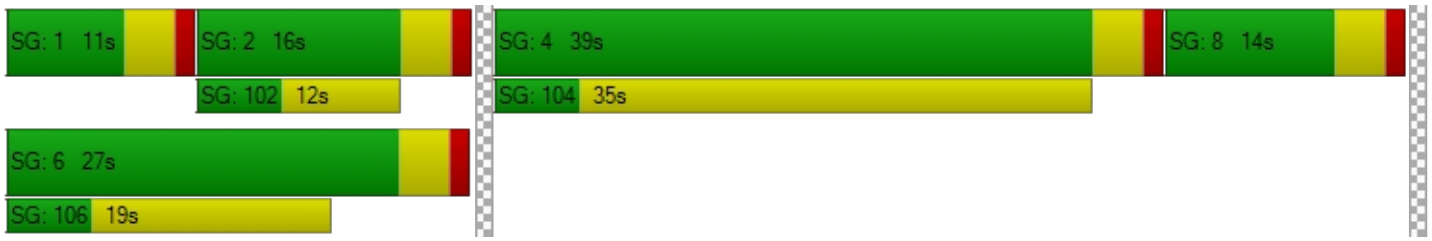
Vehicle Miles Traveled [mph]	22.96	520.85	263.20	3.77	140.39	1.16	4.15	123.27	5.56	32.84
Stops [stops/h]	47.03	417.84	221.44	29.09	693.34	4.33	45.22	222.21	8.10	50.04
Fuel consumption [US gal/h]	1.64	25.83	13.19	0.68	17.64	0.12	0.74	8.27	0.34	2.06
CO [g/h]	114.58	1805.76	922.11	47.65	1233.25	8.21	51.69	577.85	24.03	143.94
NOx [g/h]	22.29	351.34	179.41	9.27	239.95	1.60	10.06	112.43	4.68	28.00
VOC [g/h]	26.55	418.50	213.71	11.04	285.82	1.90	11.98	133.92	5.57	33.36

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.349	1.776	2.322
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	575	300	250	875
d_b, Bicycle Delay [s]	20.31	28.90	30.63	12.66
l_b,int, Bicycle LOS Score for Intersection	2.470	2.388	1.659	2.122
Bicycle LOS	B	B	A	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	40.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

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

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	83	94	199	119	113	226	111	424	45	173	598	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	16	13	61	4	0	80	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	54	0	0	66	0	0	13	0	0	37
Total Hourly Volume [veh/h]	95	102	163	130	123	196	134	523	40	189	732	112
Peak Hour Factor	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	36	57	46	43	69	47	184	14	67	258	39
Total Analysis Volume [veh/h]	134	144	230	183	173	276	189	736	56	266	1031	158
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	18	35	0	14	31	0	19	26	0	29	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	34	0	16	35	0	15	28	0	22	35	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	31	12	34	34	11	25	25	17	30	30
g / C, Green / Cycle	0.09	0.31	0.12	0.34	0.34	0.11	0.25	0.25	0.17	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.07	0.22	0.10	0.09	0.17	0.10	0.20	0.03	0.15	0.28	0.10
s, saturation flow rate [veh/h]	1810	1714	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	166	528	214	636	540	199	898	401	299	1099	490
d1, Uniform Delay [s]	44.54	30.65	43.22	24.36	26.70	44.22	35.46	29.26	40.83	33.90	26.87
k, delay calibration	0.11	0.50	0.21	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.89	7.84	16.51	1.06	3.43	19.69	1.92	0.16	8.84	4.62	0.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.71	0.85	0.27	0.51	0.95	0.82	0.14	0.89	0.94	0.32
d, Delay for Lane Group [s/veh]	53.44	38.49	59.73	25.41	30.13	63.91	37.38	29.42	49.68	38.53	27.25
Lane Group LOS	D	D	E	C	C	E	D	C	D	D	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.68	9.07	5.43	3.20	5.78	5.46	8.03	1.00	6.71	11.75	2.73
50th-Percentile Queue Length [ft/ln]	91.96	226.87	135.69	79.89	144.44	136.44	200.63	24.88	167.84	293.83	68.37
95th-Percentile Queue Length [veh/ln]	6.62	14.02	9.25	5.75	9.72	9.29	12.67	1.79	10.96	17.38	4.92
95th-Percentile Queue Length [ft/ln]	165.52	350.38	231.20	143.81	242.99	232.22	316.78	44.79	274.07	434.39	123.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.44	38.49	38.49	59.73	25.41	30.13	63.91	37.38	29.42	49.68	38.53	27.25
Movement LOS	D	D	D	E	C	C	E	D	C	D	D	C
d_A, Approach Delay [s/veh]	42.43			37.41			42.04			39.34		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	40.18											
Intersection LOS	D											
Intersection V/C	0.709											

Emissions

Vehicle Miles Traveled [mph]	18.80	52.46	25.47	24.08	38.42	94.58	368.32	28.02	69.49	269.33	41.27
Stops [stops/h]	132.42	326.69	195.39	115.04	207.99	196.47	577.83	35.83	241.68	846.23	98.46
Fuel consumption [US gal/h]	2.81	6.54	4.12	2.42	4.22	9.27	28.65	1.94	9.50	32.81	4.09
CO [g/h]	196.44	457.27	287.92	169.08	294.82	648.06	2002.81	135.48	664.23	2293.48	285.58
NOx [g/h]	38.22	88.97	56.02	32.90	57.36	126.09	389.67	26.36	129.23	446.23	55.56
VOC [g/h]	45.53	105.98	66.73	39.19	68.33	150.19	464.17	31.40	153.94	531.54	66.19

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.313	2.481	3.223	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	620	480	620
d_b, Bicycle Delay [s]	24.50	23.81	28.88	23.81
l_b,int, Bicycle LOS Score for Intersection	2.487	2.711	2.380	2.791
Bicycle LOS	B	B	B	C

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	23.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

Intersection Setup

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

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	95	228	136	25	238	75	77	416	109	212	782	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	33	0	14	16	0	23	65	3	0	70	31
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	37	0	0	21	0	0	31	0	0	16
Total Hourly Volume [veh/h]	110	282	111	41	275	61	107	518	91	231	922	49
Peak Hour Factor	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	78	31	11	76	17	30	143	25	64	255	14
Total Analysis Volume [veh/h]	122	312	123	45	304	67	118	572	101	255	1019	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	13	26	0	18	31	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	29	29	6	17	17	12	23	23
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.08	0.25	0.25	0.17	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.12	0.16	0.08	0.24	0.07	0.16	0.06	0.14	0.28	0.03
s, saturation flow rate [veh/h]	1027	1900	1615	1711	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	271	787	669	766	156	893	399	303	1188	530
d1, Uniform Delay [s]	20.23	14.36	13.00	15.53	31.28	23.58	21.18	28.25	21.98	16.34
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.33	1.49	0.60	2.76	7.37	0.77	0.33	10.95	1.92	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.40	0.18	0.54	0.76	0.64	0.25	0.84	0.86	0.10
d, Delay for Lane Group [s/veh]	25.56	15.86	13.60	18.29	38.65	24.35	21.51	39.19	23.90	16.42
Lane Group LOS	C	B	B	B	D	C	C	D	C	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.99	3.24	1.15	4.77	2.14	3.94	1.26	4.74	7.21	0.56
50th-Percentile Queue Length [ft/ln]	49.63	80.95	28.77	119.36	53.58	98.51	31.40	118.49	180.36	13.89
95th-Percentile Queue Length [veh/ln]	3.57	5.83	2.07	8.36	3.86	7.09	2.26	8.31	11.62	1.00
95th-Percentile Queue Length [ft/ln]	89.33	145.71	51.79	208.94	96.45	177.33	56.52	207.75	290.48	25.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.56	15.86	13.60	18.29	18.29	18.29	38.65	24.35	21.51	39.19	23.90	16.42
Movement LOS	C	B	B	B	B	B	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	17.48			18.29			26.12			26.54		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	23.69											
Intersection LOS	C											
Intersection V/C	0.590											

Emissions

Vehicle Miles Traveled [mph]	46.10	117.88	46.47	209.01	59.70	289.38	51.10	127.61	509.95	27.02
Stops [stops/h]	102.09	166.52	59.18	245.53	110.22	405.32	64.59	243.75	742.05	28.57
Fuel consumption [US gal/h]	3.48	7.12	2.67	11.77	4.15	17.18	2.91	9.00	30.51	1.43
CO [g/h]	243.53	497.56	186.59	822.39	290.03	1201.02	203.19	629.07	2132.87	99.90
NOx [g/h]	47.38	96.81	36.30	160.01	56.43	233.67	39.53	122.39	414.98	19.44
VOC [g/h]	56.44	115.31	43.24	190.60	67.22	278.35	47.09	145.79	494.31	23.15

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.717	2.419	3.104	2.988
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	629	771
d_b, Bicycle Delay [s]	16.46	16.46	16.46	13.21
l_b,int, Bicycle LOS Score for Intersection	2.540	2.281	2.238	2.668
Bicycle LOS	B	B	B	B

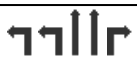
Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	70.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.854

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	187	510	213	151	374	177	245	505	98	256	617	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	24	435	1	21	497	191	239	69	2	2	51	23
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	58	0	0	96	0	0	27	0	0	51
Total Hourly Volume [veh/h]	228	991	175	186	905	288	506	619	82	281	724	151
Peak Hour Factor	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	294	52	55	268	85	150	184	24	83	215	45
Total Analysis Volume [veh/h]	270	1175	208	221	1073	342	600	734	97	333	859	179
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Maximum Green [s]	17	43	0	8	34	14	14	32	0	21	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	24	48	0	12	36	17	17	36	0	24	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	51	51	8	40	57	13	31	31	14	32	32
g / C, Green / Cycle	0.16	0.43	0.43	0.07	0.33	0.47	0.11	0.26	0.26	0.11	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.15	0.32	0.13	0.06	0.30	0.12	0.17	0.20	0.06	0.09	0.24	0.11
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	296	1544	689	234	1194	1348	381	934	417	404	958	428
d1, Uniform Delay [s]	49.33	29.19	22.62	55.77	38.30	19.03	53.50	41.43	35.13	51.91	42.53	36.48
k, delay calibration	0.35	0.50	0.50	0.11	0.50	0.50	0.22	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	26.65	3.59	1.12	16.70	10.84	0.45	264.75	1.51	0.28	4.28	3.29	0.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.76	0.30	0.94	0.90	0.25	1.58	0.79	0.23	0.82	0.90	0.42
d, Delay for Lane Group [s/veh]	75.98	32.78	23.74	72.48	49.13	19.48	318.25	42.94	35.42	56.19	45.83	37.13
Lane Group LOS	E	C	C	E	D	B	F	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.91	14.28	3.92	3.79	16.11	2.81	19.63	10.04	2.24	5.06	12.37	4.34
50th-Percentile Queue Length [ft/ln]	247.71	357.08	98.08	94.79	402.66	70.30	490.78	251.00	55.98	126.38	309.16	108.52
95th-Percentile Queue Length [veh/ln]	15.07	20.48	7.06	6.82	22.69	5.06	31.25	15.24	4.03	8.74	18.13	7.76
95th-Percentile Queue Length [ft/ln]	376.77	512.03	176.54	170.62	567.21	126.54	781.36	380.92	100.77	218.57	453.34	193.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	75.98	32.78	23.74	72.48	49.13	19.48	318.25	42.94	35.42	56.19	45.83	37.13
Movement LOS	E	C	C	E	D	B	F	D	D	E	D	D
d_A, Approach Delay [s/veh]	38.70			46.09			157.86			47.21		
Approach LOS	D			D			F			D		
d_I, Intersection Delay [s/veh]	70.60											
Intersection LOS	E											
Intersection V/C	0.854											

Emissions

Vehicle Miles Traveled [mph]	101.65	442.36	78.31	110.30	535.51	170.68	133.64	163.48	21.60	168.47	434.58	90.56
Stops [stops/h]	297.25	856.99	117.70	227.49	966.39	168.71	1177.86	602.41	67.18	303.31	741.99	130.23
Fuel consumption [US gal/h]	11.35	33.65	5.15	9.87	41.10	9.30	55.21	18.19	2.13	12.82	30.87	5.88
CO [g/h]	793.69	2352.48	360.16	689.79	2872.86	650.36	3859.04	1271.26	149.09	896.22	2157.54	410.70
NOx [g/h]	154.42	457.71	70.07	134.21	558.95	126.54	750.83	247.34	29.01	174.37	419.78	79.91
VOC [g/h]	183.94	545.21	83.47	159.87	665.81	150.73	894.37	294.63	34.55	207.71	500.03	95.18

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.341	3.608	3.271	3.173
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	533	533	650
d_b, Bicycle Delay [s]	24.07	32.27	32.27	27.34
l_b,int, Bicycle LOS Score for Intersection	2.971	2.989	2.762	2.733
Bicycle LOS	C	C	C	B

Sequence

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

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

Control Type:	Two-way stop	Delay (sec / veh):	27.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.897

Intersection Setup

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

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	148	0	1107	942	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0900	1.0000	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	54	0	524	413	24
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	215	0	1731	1440	101
Peak Hour Factor	1.0000	0.8409	1.0000	0.7814	0.9648	0.9648
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	64	0	554	373	26
Total Analysis Volume [veh/h]	0	256	0	2215	1493	105
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.90	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	27.49	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	2.20	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	54.89	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	27.49		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.73					
Intersection LOS	D					

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

Control Type:	Signalized	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

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

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	192	0	423	0	0	0	69	686	0	0	719	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0000	1.0000	1.0000	1.0900	1.0900	1.0000	1.0000	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	0	329	0	0	0	45	194	0	0	298	170
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	198	0	0	0	0	0	0	0	0	144
Total Hourly Volume [veh/h]	298	0	592	0	0	0	120	942	0	0	1082	431
Peak Hour Factor	0.8887	0.8887	0.8887	1.0000	1.0000	1.0000	0.8887	0.8887	1.0000	1.0000	0.8887	0.8887
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	0	167	0	0	0	34	265	0	0	304	121
Total Analysis Volume [veh/h]	335	0	666	0	0	0	135	1060	0	0	1217	485
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	0	0	7	50	0	0	39	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	25	0	0	0	0	11	45	0	0	34	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	70	70		70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	26		7	36	26	26
g / C, Green / Cycle	0.37	0.37		0.09	0.52	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.19	0.23		0.07	0.29	0.24	0.30
s, saturation flow rate [veh/h]	1810	2859		1810	3618	5176	1615
c, Capacity [veh/h]	667	1054		171	1870	1890	590
d1, Uniform Delay [s]	17.11	18.18		31.01	11.56	18.44	20.16
k, delay calibration	0.50	0.50		0.17	0.11	0.11	0.12
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.69	2.88		11.98	0.27	0.37	3.20
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.63		0.79	0.57	0.64	0.82
d, Delay for Lane Group [s/veh]	19.80	21.06		42.99	11.83	18.81	23.36
Lane Group LOS	B	C		D	B	B	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.17	4.30		2.65	4.62	4.85	6.77
50th-Percentile Queue Length [ft/ln]	104.15	107.38		66.28	115.50	121.15	169.34
95th-Percentile Queue Length [veh/ln]	7.50	7.69		4.77	8.15	8.46	11.04
95th-Percentile Queue Length [ft/ln]	187.47	192.35		119.30	203.63	211.41	276.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.80	19.80	21.06	0.00	0.00	0.00	42.99	11.83	0.00	0.00	18.81	23.36
Movement LOS	B	B	C				D	B			B	C
d_A, Approach Delay [s/veh]	20.63			0.00			15.35			20.11		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	18.78											
Intersection LOS	B											
Intersection V/C	0.608											

Emissions

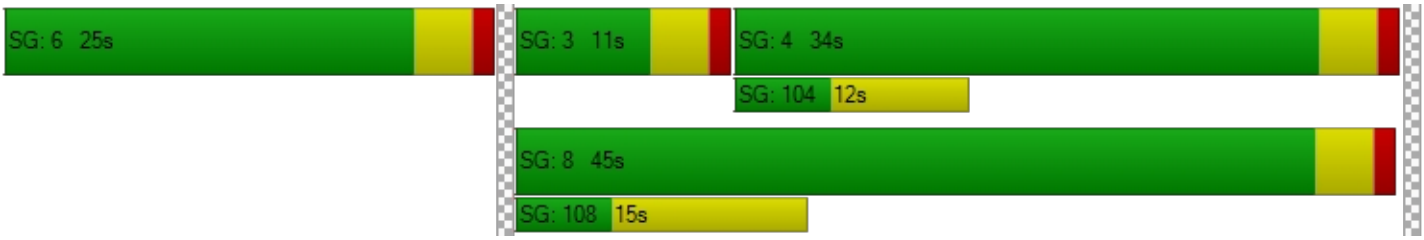
Vehicle Miles Traveled [mph]	58.23	115.76		11.18	87.82	66.89	26.66
Stops [stops/h]	214.25	441.78		136.35	475.21	747.69	348.35
Fuel consumption [US gal/h]	5.54	11.34		2.92	10.37	14.40	6.68
CO [g/h]	387.26	792.69		204.19	724.55	1006.53	467.11
NOx [g/h]	75.35	154.23		39.73	140.97	195.83	90.88
VOC [g/h]	89.75	183.71		47.32	167.92	233.27	108.26

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.730	2.076	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	0	1171	857
d_b, Bicycle Delay [s]	17.15	35.00	6.01	11.43
l_b,int, Bicycle LOS Score for Intersection	3.538	4.132	2.545	2.575
Bicycle LOS	D	D	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	20.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

Intersection Setup

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

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	276	1	77	0	479	130	325	586	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	193	0	89	0	46	45	297	89	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	43	0	0	47	0	0	0
Total Hourly Volume [veh/h]	0	0	0	494	1	130	0	568	140	651	728	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8189	0.8189	0.8189	1.0000	0.7346	0.7346	0.9069	0.9069	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	151	0	40	0	193	48	179	201	0
Total Analysis Volume [veh/h]	0	0	0	603	1	159	0	773	191	718	803	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	18	0	28	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		13	13	13	19	19	16	39
g / C, Green / Cycle		0.22	0.22	0.22	0.32	0.32	0.26	0.65
(v / s)_i Volume / Saturation Flow Rate		0.17	0.17	0.10	0.25	0.27	0.20	0.22
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1776	3514	3618
c, Capacity [veh/h]		390	390	348	615	575	917	2356
d1, Uniform Delay [s]		22.16	22.16	20.48	18.39	18.84	20.60	4.69
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		13.93	13.92	4.27	2.24	3.36	1.51	0.09
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.77	0.77	0.46	0.78	0.84	0.78	0.34
d, Delay for Lane Group [s/veh]		36.09	36.08	24.75	20.63	22.20	22.11	4.78
Lane Group LOS		D	D	C	C	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		5.04	5.04	2.13	5.50	5.78	4.25	1.31
50th-Percentile Queue Length [ft/ln]		125.93	125.94	53.25	137.55	144.51	106.24	32.68
95th-Percentile Queue Length [veh/ln]		8.72	8.72	3.83	9.35	9.72	7.63	2.35
95th-Percentile Queue Length [ft/ln]		217.96	217.96	95.86	233.73	243.09	190.76	58.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	36.09	36.08	24.75	0.00	21.22	22.20	22.11	4.78	0.00
Movement LOS				D	D	C		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			33.72			21.41			12.96		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	20.35											
Intersection LOS	C											
Intersection V/C	0.643											

Emissions

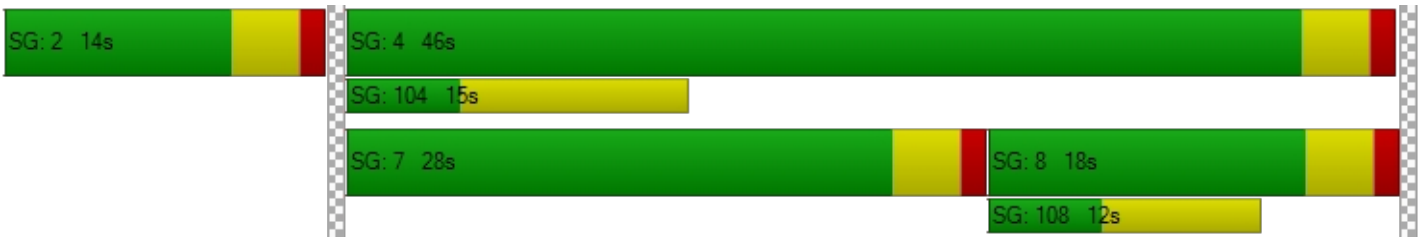
Vehicle Miles Traveled [mph]		26.11	26.11	13.75	127.75	127.75	59.48	66.53
Stops [stops/h]		302.24	302.25	127.81	330.13	346.83	509.94	156.85
Fuel consumption [US gal/h]		6.12	6.12	2.55	9.84	10.16	10.37	4.70
CO [g/h]		427.94	427.95	178.17	688.00	710.22	724.93	328.86
NOx [g/h]		83.26	83.26	34.67	133.86	138.18	141.05	63.98
VOC [g/h]		99.18	99.18	41.29	159.45	164.60	168.01	76.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.162	2.331	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	467	1400
d_b, Bicycle Delay [s]	30.00	20.83	17.63	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.890	2.394	2.814
Bicycle LOS	D	C	B	C

Sequence

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



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

Control Type:	All-way stop	Delay (sec / veh):	23.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	70	382	10	29	591	45	63	23	61	13	55	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	29	0	0	10	9	10	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	445	11	32	654	58	79	25	66	14	60	40
Peak Hour Factor	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	130	3	9	191	17	23	7	19	4	18	12
Total Analysis Volume [veh/h]	89	519	13	37	763	68	92	29	77	16	70	47
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	465	498	500	483	520	529	469	462
Degree of Utilization, x	0.19	0.53	0.53	0.08	0.80	0.79	0.42	0.29

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.70	3.11	3.08	0.25	7.58	7.28	2.06	1.18
95th-Percentile Queue Length [ft]	17.50	77.70	77.03	6.19	189.44	182.11	51.57	29.50
Approach Delay [s/veh]	17.05			30.15			16.15	13.92
Approach LOS	C			D			C	B
Intersection Delay [s/veh]	22.97							
Intersection LOS	C							

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

Control Type:	Signalized	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.730

Intersection Setup

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

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	1001	201	46	655	161	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	460	10	0	500	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	57	0	0	0	35
Total Hourly Volume [veh/h]	1551	172	50	1214	184	106
Peak Hour Factor	0.8199	0.8199	0.8199	0.8199	0.8199	0.8199
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	473	52	15	370	56	32
Total Analysis Volume [veh/h]	1892	210	61	1481	224	129
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	61	0	5	70	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	37	0	36	73	27	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	69	69	4	77	15	15
g / C, Green / Cycle	0.69	0.69	0.04	0.77	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.55	0.57	0.03	0.41	0.12	0.08
s, saturation flow rate [veh/h]	1900	1835	1810	3618	1810	1615
c, Capacity [veh/h]	1307	1263	82	2797	266	237
d1, Uniform Delay [s]	10.90	11.39	47.17	4.36	41.53	39.55
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.33	6.52	12.55	0.72	7.14	1.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.83	0.75	0.53	0.84	0.54
d, Delay for Lane Group [s/veh]	16.23	17.91	59.72	5.08	48.67	41.49
Lane Group LOS	B	B	E	A	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	13.91	14.80	1.74	3.71	5.91	3.08
50th-Percentile Queue Length [ft/ln]	347.65	370.08	43.38	92.73	147.65	76.94
95th-Percentile Queue Length [veh/ln]	20.02	21.11	3.12	6.68	9.89	5.54
95th-Percentile Queue Length [ft/ln]	500.54	527.83	78.08	166.91	247.29	138.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.98	17.91	59.72	5.08	48.67	41.49
Movement LOS	B	B	E	A	D	D
d_A, Approach Delay [s/veh]	17.07		7.24		46.05	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	15.84					
Intersection LOS	B					
Intersection V/C	0.730					

Emissions

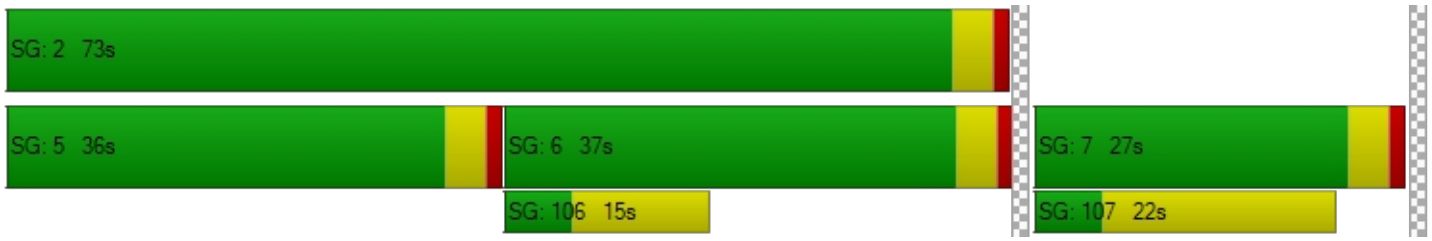
Vehicle Miles Traveled [mph]	456.33	456.33	22.96	557.56	112.44	64.75
Stops [stops/h]	500.61	532.92	62.47	267.05	212.62	110.80
Fuel consumption [US gal/h]	25.34	26.10	2.31	23.96	8.09	4.43
CO [g/h]	1771.06	1824.35	161.12	1675.00	565.51	309.38
NOx [g/h]	344.58	354.95	31.35	325.89	110.03	60.19
VOC [g/h]	410.46	422.81	37.34	388.20	131.06	71.70

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.359	2.191
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	1380	460
d_b, Bicycle Delay [s]	22.45	4.81	29.65
l_b,int, Bicycle LOS Score for Intersection	3.341	2.832	1.560
Bicycle LOS	C	C	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	28.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

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

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	62	727	8	59	577	233	172	65	55	1	93	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	435	0	15	483	9	10	0	0	0	0	27
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	66	0	0	15	0	0	34
Total Hourly Volume [veh/h]	68	1227	7	79	1112	197	197	71	45	1	101	100
Peak Hour Factor	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	387	2	25	351	62	62	22	14	0	32	32
Total Analysis Volume [veh/h]	86	1549	9	100	1404	249	249	90	57	1	127	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	41	0	11	42	0	16	26	0	16	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	34	0	12	35	0	34	35	0	29	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	58	58	8	59	59	17	28	28	0	11	11
g / C, Green / Cycle	0.06	0.53	0.53	0.07	0.54	0.54	0.16	0.25	0.25	0.00	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.05	0.43	0.01	0.06	0.39	0.15	0.14	0.05	0.04	0.00	0.07	0.08
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	109	1911	853	125	1943	867	284	483	410	6	190	162
d1, Uniform Delay [s]	50.98	21.41	12.31	50.44	19.26	13.94	45.32	32.13	31.73	54.69	47.73	48.31
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.72	3.86	0.02	10.96	2.37	0.83	8.43	0.18	0.15	14.15	4.00	7.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.81	0.01	0.80	0.72	0.29	0.88	0.19	0.14	0.18	0.67	0.78
d, Delay for Lane Group [s/veh]	62.70	25.27	12.33	61.40	21.63	14.77	53.75	32.32	31.88	68.84	51.74	56.19
Lane Group LOS	E	C	B	E	C	B	D	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.63	15.70	0.10	3.01	12.76	3.31	7.07	1.84	1.15	0.05	3.47	3.63
50th-Percentile Queue Length [ft/ln]	65.65	392.51	2.59	75.36	319.02	82.78	176.86	46.01	28.82	1.23	86.75	90.64
95th-Percentile Queue Length [veh/ln]	4.73	22.20	0.19	5.43	18.62	5.96	11.44	3.31	2.08	0.09	6.25	6.53
95th-Percentile Queue Length [ft/ln]	118.18	554.97	4.65	135.65	465.48	149.01	285.91	82.82	51.88	2.22	156.15	163.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.70	25.27	12.33	61.40	21.63	14.77	53.75	32.32	31.88	68.84	51.74	56.19
Movement LOS	E	C	B	E	C	B	D	C	C	E	D	E
d_A, Approach Delay [s/veh]	27.15			22.93			45.73			54.01		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	28.83											
Intersection LOS	C											
Intersection V/C	0.699											

Emissions

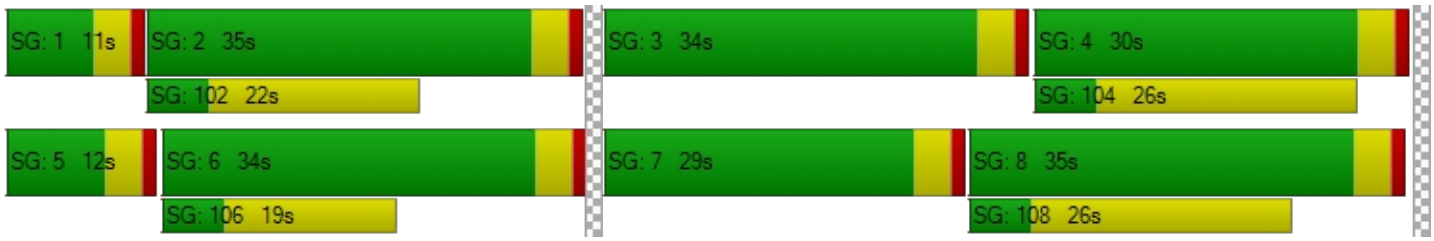
Vehicle Miles Traveled [mph]	24.87	447.96	2.60	19.20	269.60	47.81	28.06	10.14	6.42	0.13	16.03	15.91
Stops [stops/h]	85.95	1027.67	3.38	98.66	835.24	108.37	231.52	60.23	37.73	1.61	113.56	118.66
Fuel consumption [US gal/h]	3.02	36.10	0.15	3.13	25.81	3.73	6.56	1.69	1.06	0.04	3.30	3.46
CO [g/h]	210.98	2523.20	10.76	219.08	1803.92	261.06	458.81	118.02	74.04	2.68	230.57	241.94
NOx [g/h]	41.05	490.92	2.09	42.62	350.98	50.79	89.27	22.96	14.40	0.52	44.86	47.07
VOC [g/h]	48.90	584.78	2.49	50.77	418.08	60.50	106.33	27.35	17.16	0.62	53.44	56.07

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.228	3.479	2.607	2.369
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	545	564	564	473
d_b, Bicycle Delay [s]	29.09	28.37	28.37	32.07
l_b,int, Bicycle LOS Score for Intersection	2.918	3.060	2.238	1.797
Bicycle LOS	C	C	B	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	32.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	50	195	85	16	57	38	101	876	57	28	1438	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	6	21	0	8	5	1	276	8	36	383	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	29	0	0	12	0	0	18	0	0	30
Total Hourly Volume [veh/h]	61	219	85	17	70	34	111	1231	52	67	1950	90
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	60	23	5	19	9	30	335	14	18	530	24
Total Analysis Volume [veh/h]	66	238	92	18	76	37	121	1340	57	73	2122	98
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	9	56	0	8	55	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	39	0	11	36	0	17	58	0	12	53	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	40	40	2	36	36	10	56	56	6	52	52
g / C, Green / Cycle	0.05	0.33	0.33	0.02	0.30	0.30	0.08	0.46	0.46	0.05	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.04	0.09	0.09	0.01	0.02	0.02	0.07	0.26	0.04	0.04	0.41	0.06
s, saturation flow rate [veh/h]	1810	1900	1725	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	86	632	573	35	1101	491	148	2398	748	94	2244	700
d1, Uniform Delay [s]	56.52	29.37	29.47	58.31	29.67	29.73	54.23	23.31	17.91	56.22	32.64	20.50
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.52	1.05	1.21	11.59	0.12	0.30	12.91	0.21	0.04	12.99	2.72	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.27	0.28	0.52	0.07	0.08	0.82	0.56	0.08	0.78	0.95	0.14
d, Delay for Lane Group [s/veh]	70.03	30.42	30.67	69.90	29.79	30.02	67.14	23.52	17.95	69.21	35.36	20.59
Lane Group LOS	E	C	C	E	C	C	E	C	B	E	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.25	3.68	3.48	0.64	0.78	0.78	3.98	8.39	0.83	2.44	18.36	1.57
50th-Percentile Queue Length [ft/ln]	56.32	92.03	87.11	16.03	19.52	19.61	99.45	209.79	20.68	60.92	459.00	39.15
95th-Percentile Queue Length [veh/ln]	4.05	6.63	6.27	1.15	1.41	1.41	7.16	13.14	1.49	4.39	25.39	2.82
95th-Percentile Queue Length [ft/ln]	101.37	165.65	156.79	28.85	35.14	35.30	179.01	328.56	37.22	109.65	634.68	70.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.03	30.49	30.67	69.90	29.79	30.02	67.14	23.52	17.95	69.21	35.36	20.59
Movement LOS	E	C	C	E	C	C	E	C	B	E	D	C
d_A, Approach Delay [s/veh]	37.12			35.37			26.79			35.81		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	32.76											
Intersection LOS	C											
Intersection V/C	0.579											

Emissions

Vehicle Miles Traveled [mph]	38.33	98.88	92.76	3.15	13.31	6.48	13.72	151.97	6.46	18.24	530.33	24.49
Stops [stops/h]	67.58	110.44	104.53	19.23	46.85	23.53	119.34	755.23	24.81	73.10	1652.39	46.98
Fuel consumption [US gal/h]	3.09	5.82	5.48	0.60	1.50	0.74	4.33	25.53	0.89	3.00	63.70	2.10
CO [g/h]	216.31	406.55	382.80	42.16	104.81	51.78	302.58	1784.21	61.89	209.43	4452.73	146.97
NOx [g/h]	42.09	79.10	74.48	8.20	20.39	10.07	58.87	347.14	12.04	40.75	866.34	28.60
VOC [g/h]	50.13	94.22	88.72	9.77	24.29	12.00	70.13	413.51	14.34	48.54	1031.96	34.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.546	2.639	3.639	3.633
Crosswalk LOS	B	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	900	817
d_b, Bicycle Delay [s]	30.10	32.27	18.15	21.00
l_b,int, Bicycle LOS Score for Intersection	1.910	1.678	2.404	2.837
Bicycle LOS	A	A	B	C

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	19.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	55	354	10	9	104	21	15	115	50	12	154	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	0	0	52	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	6	0	0	14	0	0	1
Total Hourly Volume [veh/h]	60	418	8	10	165	17	16	125	41	13	168	2
Peak Hour Factor	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	144	3	3	57	6	6	43	14	4	58	1
Total Analysis Volume [veh/h]	83	577	11	14	228	23	22	173	57	18	232	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	26	0	8	22	0	5	25	0	5	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

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

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	51	51	1	47	47	2	10	10	2	10	10
g / C, Green / Cycle	0.06	0.63	0.63	0.02	0.59	0.59	0.02	0.13	0.13	0.02	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.16	0.16	0.01	0.07	0.07	0.01	0.06	0.06	0.01	0.06	0.06
s, saturation flow rate [veh/h]	1810	1900	1888	1810	1900	1840	1810	1900	1744	1810	1900	1891
c, Capacity [veh/h]	109	1202	1194	31	1120	1085	44	246	226	38	239	238
d1, Uniform Delay [s]	37.02	6.40	6.40	38.92	7.22	7.23	38.54	32.32	32.42	38.73	32.59	32.59
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.36	0.49	0.49	9.58	0.20	0.22	8.37	1.44	1.71	8.96	1.57	1.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.25	0.25	0.45	0.11	0.11	0.50	0.48	0.50	0.48	0.49	0.49
d, Delay for Lane Group [s/veh]	47.38	6.89	6.89	48.51	7.43	7.45	46.90	33.75	34.13	47.69	34.15	34.17
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.82	1.76	1.75	0.34	0.81	0.80	0.52	2.13	2.07	0.43	2.15	2.15
50th-Percentile Queue Length [ft/ln]	45.52	44.00	43.77	8.54	20.33	20.10	12.91	53.24	51.65	10.83	53.79	53.71
95th-Percentile Queue Length [veh/ln]	3.28	3.17	3.15	0.61	1.46	1.45	0.93	3.83	3.72	0.78	3.87	3.87
95th-Percentile Queue Length [ft/ln]	81.94	79.21	78.79	15.37	36.59	36.17	23.24	95.82	92.97	19.50	96.83	96.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.38	6.89	6.89	48.51	7.44	7.45	46.90	33.87	34.13	47.69	34.16	34.17
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.90			9.61			35.07			35.12		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	19.61											
Intersection LOS	B											
Intersection V/C	0.238											

Emissions

Vehicle Miles Traveled [mph]	41.25	146.55	145.67	8.13	73.44	72.33	0.97	5.17	4.97	9.03	58.99	58.87
Stops [stops/h]	81.94	79.21	78.79	15.37	36.59	36.17	23.24	95.82	92.97	19.50	96.83	96.68
Fuel consumption [US gal/h]	3.23	6.42	6.38	0.61	3.16	3.12	0.42	1.72	1.67	0.67	3.79	3.79
CO [g/h]	225.99	448.85	446.25	42.50	221.11	217.93	29.48	120.44	116.83	46.51	265.21	264.73
NOx [g/h]	43.97	87.33	86.82	8.27	43.02	42.40	5.74	23.43	22.73	9.05	51.60	51.51
VOC [g/h]	52.37	104.03	103.42	9.85	51.24	50.51	6.83	27.91	27.08	10.78	61.46	61.35

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.590	2.560	2.454	2.400
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	550	625	625
d_b, Bicycle Delay [s]	18.23	21.03	18.91	18.91
l_b,int, Bicycle LOS Score for Intersection	2.116	1.783	1.779	1.769
Bicycle LOS	B	A	A	A

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.245

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	17	328	49	21	55	14	6	61	18	104	109	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	0	0	52	0	0	0	0	47	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	4	0	0	5	0	0	15
Total Hourly Volume [veh/h]	19	390	40	23	112	11	7	66	15	160	119	44
Peak Hour Factor	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	102	10	6	29	3	2	17	4	42	31	11
Total Analysis Volume [veh/h]	20	406	42	24	117	11	7	69	16	167	124	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

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

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	44	44	2	45	45	1	9	9	9	17	17
g / C, Green / Cycle	0.02	0.55	0.55	0.03	0.56	0.56	0.01	0.11	0.11	0.11	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.01	0.12	0.12	0.01	0.03	0.01	0.00	0.02	0.01	0.09	0.03	0.03
s, saturation flow rate [veh/h]	1810	1900	1838	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	41	1051	1017	47	2014	899	17	389	173	205	763	341
d1, Uniform Delay [s]	38.63	9.06	9.07	38.45	8.12	7.92	39.39	32.49	32.19	34.66	25.79	25.63
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.16	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.62	0.47	0.49	8.18	0.06	0.02	14.28	0.22	0.23	11.06	0.10	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.22	0.22	0.51	0.06	0.01	0.40	0.18	0.09	0.82	0.16	0.14
d, Delay for Lane Group [s/veh]	47.25	9.53	9.57	46.63	8.18	7.94	53.67	32.70	32.41	45.71	25.89	25.81
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.48	1.95	1.91	0.55	0.39	0.08	0.20	0.58	0.27	3.60	0.91	0.68
50th-Percentile Queue Length [ft/ln]	11.99	48.63	47.65	13.68	9.86	1.89	4.97	14.61	6.85	89.97	22.70	16.97
95th-Percentile Queue Length [veh/ln]	0.86	3.50	3.43	0.98	0.71	0.14	0.36	1.05	0.49	6.48	1.63	1.22
95th-Percentile Queue Length [ft/ln]	21.57	87.54	85.76	24.62	17.74	3.40	8.94	26.30	12.34	161.95	40.85	30.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.25	9.55	9.57	46.63	8.18	7.94	53.67	32.70	32.41	45.71	25.89	25.81
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.16			14.23			34.25			35.70		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	21.51											
Intersection LOS	C											
Intersection V/C	0.245											

Emissions

Vehicle Miles Traveled [mph]	10.04	113.85	111.13	11.93	58.15	5.47	1.17	11.52	2.67	71.89	53.38	19.80
Stops [stops/h]	21.57	87.54	85.76	24.62	35.49	3.40	8.94	52.60	12.34	161.95	81.71	30.54
Fuel consumption [US gal/h]	0.72	5.61	5.48	0.94	2.63	0.25	0.23	1.51	0.35	6.03	3.50	1.30
CO [g/h]	50.67	392.15	383.01	65.90	183.78	17.30	15.91	105.40	24.50	421.58	244.56	90.88
NOx [g/h]	9.86	76.30	74.52	12.82	35.76	3.37	3.10	20.51	4.77	82.02	47.58	17.68
VOC [g/h]	11.74	90.89	88.77	15.27	42.59	4.01	3.69	24.43	5.68	97.71	56.68	21.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.467	2.608	2.518	2.592
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	650
d_b, Bicycle Delay [s]	18.23	18.23	21.03	18.23
l_b,int, Bicycle LOS Score for Intersection	1.956	1.688	1.640	1.850
Bicycle LOS	A	A	A	A

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	69.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.916

Intersection Setup

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

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	475	45	62	296	209	306	645	42	45	552	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	342	0	41	414	28	39	0	0	0	0	54
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	12	0	0	64	0	0	12	0	0	25
Total Hourly Volume [veh/h]	57	860	37	109	737	192	373	703	34	49	602	76
Peak Hour Factor	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	244	10	31	209	54	106	199	10	14	171	22
Total Analysis Volume [veh/h]	65	975	42	124	836	218	423	797	39	56	683	86
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	45	0	11	51	0	25	41	0	7	23	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	47	0	10	48	0	27	44	0	9	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	43	43	6	44	44	23	41	41	4	22	22
g / C, Green / Cycle	0.05	0.39	0.39	0.05	0.40	0.40	0.21	0.37	0.37	0.04	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.27	0.27	0.07	0.44	0.13	0.23	0.22	0.22	0.03	0.21	0.21
s, saturation flow rate [veh/h]	1810	1900	1873	1810	1900	1615	1810	1900	1869	1810	1900	1826
c, Capacity [veh/h]	82	743	732	99	760	646	378	699	687	75	380	365
d1, Uniform Delay [s]	51.98	27.93	27.94	52.00	33.00	22.89	43.50	28.24	28.25	52.16	44.00	44.00
k, delay calibration	0.16	0.50	0.50	0.17	0.50	0.50	0.46	0.16	0.16	0.11	0.43	0.43
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.33	5.19	5.27	140.40	63.47	1.41	80.58	1.25	1.28	13.85	50.98	52.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.69	0.69	1.26	1.10	0.34	1.12	0.60	0.60	0.75	1.03	1.03
d, Delay for Lane Group [s/veh]	73.31	33.12	33.20	192.40	96.47	24.30	124.08	29.49	29.53	66.01	94.98	96.13
Lane Group LOS	E	C	C	F	F	C	F	C	C	E	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.21	11.62	11.47	6.49	32.11	3.98	18.54	9.00	8.87	1.80	15.51	15.03
50th-Percentile Queue Length [ft/ln]	55.34	290.51	286.76	162.33	802.65	99.38	463.55	225.00	221.86	45.04	387.87	375.77
95th-Percentile Queue Length [veh/ln]	3.98	17.21	17.02	11.35	44.30	7.16	27.17	13.92	13.76	3.24	22.35	21.76
95th-Percentile Queue Length [ft/ln]	99.61	430.28	425.62	283.65	1107.61	178.89	679.37	348.00	344.00	81.08	558.73	544.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.31	33.16	33.20	192.40	96.47	24.30	124.08	29.51	29.53	66.01	95.47	96.13
Movement LOS	E	C	C	F	F	C	F	C	C	E	F	F
d_A, Approach Delay [s/veh]	35.58			93.21			61.28			93.54		
Approach LOS	D			F			E			F		
d_I, Intersection Delay [s/veh]	69.67											
Intersection LOS	E											
Intersection V/C	0.916											

Emissions

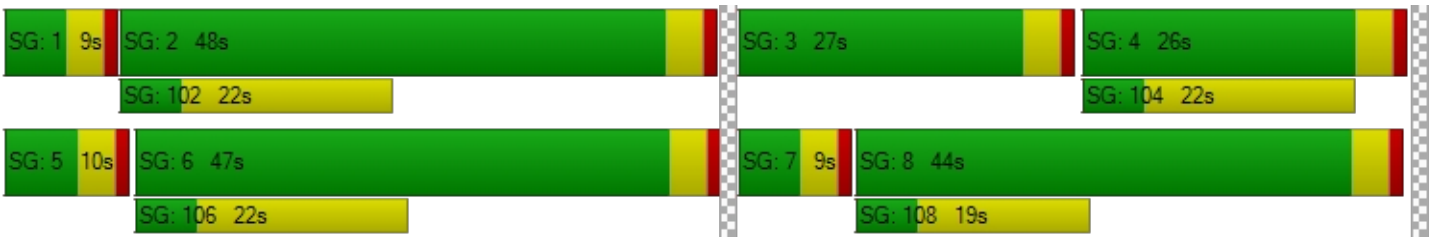
Vehicle Miles Traveled [mph]	4.66	36.69	36.17	35.86	241.77	63.04	39.21	39.04	38.46	6.64	46.48	44.72
Stops [stops/h]	72.44	380.31	375.40	212.50	1050.74	130.10	606.82	294.55	290.44	58.97	507.76	491.92
Fuel consumption [US gal/h]	2.03	9.44	9.32	8.73	37.76	4.86	16.74	6.23	6.14	1.45	13.16	12.78
CO [g/h]	141.89	659.76	651.35	609.91	2639.52	339.49	1169.96	435.51	429.41	101.27	920.20	893.31
NOx [g/h]	27.61	128.36	126.73	118.67	513.55	66.05	227.63	84.73	83.55	19.70	179.04	173.80
VOC [g/h]	32.88	152.91	150.96	141.35	611.73	78.68	271.15	100.93	99.52	23.47	213.26	207.03

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.904	3.207	2.852	2.762
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	782	800	727	400
d_b, Bicycle Delay [s]	20.40	19.80	22.27	35.20
l_b,int, Bicycle LOS Score for Intersection	2.462	3.609	2.608	2.261
Bicycle LOS	B	D	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.232

Intersection Setup

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

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	1	1	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	176	545	578	26	35	100
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	7	0	25
Total Hourly Volume [veh/h]	176	546	579	19	35	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	137	145	5	9	19
Total Analysis Volume [veh/h]	176	546	579	19	35	75
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	86	77	0	26	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	50	30	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	67	54	54	5	5	5
g / C, Green / Cycle	0.12	0.84	0.67	0.67	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.10	0.11	0.11	0.01	0.02	0.02	0.02
s, saturation flow rate [veh/h]	1810	5176	5176	1615	1810	1615	1615
c, Capacity [veh/h]	217	4352	3472	1083	107	96	96
d1, Uniform Delay [s]	34.31	1.13	4.88	4.39	36.10	36.25	36.25
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.07	0.06	0.10	0.03	1.75	2.60	2.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.13	0.17	0.02	0.33	0.39	0.39
d, Delay for Lane Group [s/veh]	41.38	1.19	4.98	4.42	37.86	38.85	38.85
Lane Group LOS	D	A	A	A	D	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.54	0.02	0.84	0.08	0.70	0.76	0.76
50th-Percentile Queue Length [ft/ln]	88.62	0.60	21.06	2.01	17.41	19.05	19.05
95th-Percentile Queue Length [veh/ln]	6.38	0.04	1.52	0.14	1.25	1.37	1.37
95th-Percentile Queue Length [ft/ln]	159.51	1.08	37.91	3.62	31.33	34.29	34.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.38	1.19	4.98	4.42	37.86	38.85
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	10.99		4.97		38.54	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	10.59					
Intersection LOS	B					
Intersection V/C	0.232					

Emissions

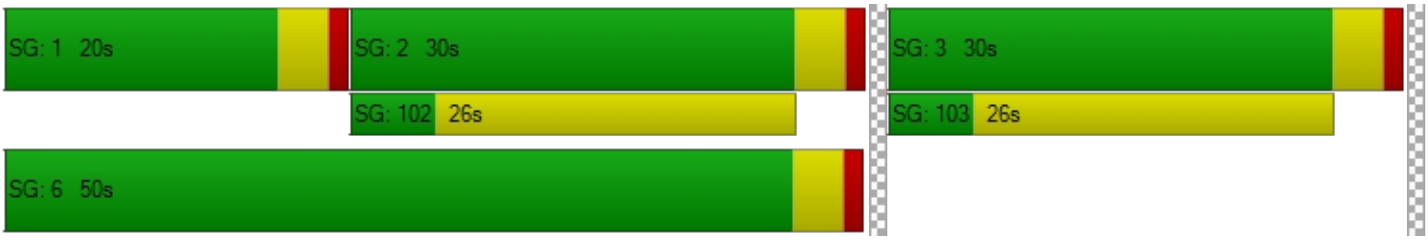
Vehicle Miles Traveled [mph]	27.10	84.08	37.22	1.22	2.75	2.95	2.95
Stops [stops/h]	159.51	3.23	113.73	3.62	31.33	34.29	34.29
Fuel consumption [US gal/h]	4.39	3.05	3.28	0.10	0.56	0.61	0.61
CO [g/h]	307.17	213.53	229.09	7.27	38.87	42.46	42.46
NOx [g/h]	59.76	41.55	44.57	1.41	7.56	8.26	8.26
VOC [g/h]	71.19	49.49	53.09	1.68	9.01	9.84	9.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.882	2.948	2.397
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1150	650	650
d_b, Bicycle Delay [s]	7.23	18.23	18.23
l_b,int, Bicycle LOS Score for Intersection	1.957	1.892	1.782
Bicycle LOS	A	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	7.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

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

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	35	5	30	50	52	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	5	30	50	52	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	1	8	13	13	6
Total Analysis Volume [veh/h]	35	5	30	50	52	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	800	690	763	681	881
Degree of Utilization, x	0.05	0.04	0.07	0.08	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.16	0.14	0.21	0.25	0.08
95th-Percentile Queue Length [ft]	3.94	3.40	5.25	6.18	1.92
Approach Delay [s/veh]	7.74	7.90		7.97	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	7.89				
Intersection LOS	A				

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

Control Type:	Signalized	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.244

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	101	6	64	123	60	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	24	0	36	6	49	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	2	0	0	0	14
Total Hourly Volume [veh/h]	131	4	104	136	113	41
Peak Hour Factor	0.7230	0.7230	0.8330	0.8330	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	1	31	41	36	13
Total Analysis Volume [veh/h]	181	6	125	163	145	53
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	18	0	13	35	17	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	22	0	17	39	21	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	36	36	5	45	7	7
g / C, Green / Cycle	0.60	0.60	0.09	0.75	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.10	0.00	0.07	0.05	0.08	0.03
s, saturation flow rate [veh/h]	1900	1615	1810	3618	1810	1615
c, Capacity [veh/h]	1131	961	165	2726	205	183
d1, Uniform Delay [s]	5.43	4.93	26.60	1.91	25.64	24.39
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.30	0.01	6.84	0.04	4.44	0.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.01	0.76	0.06	0.71	0.29
d, Delay for Lane Group [s/veh]	5.73	4.94	33.44	1.95	30.09	25.26
Lane Group LOS	A	A	C	A	C	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.73	0.02	1.96	0.12	2.13	0.70
50th-Percentile Queue Length [ft/ln]	18.15	0.55	49.05	2.98	53.25	17.41
95th-Percentile Queue Length [veh/ln]	1.31	0.04	3.53	0.21	3.83	1.25
95th-Percentile Queue Length [ft/ln]	32.67	1.00	88.29	5.37	95.85	31.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.73	4.94	33.44	1.95	30.09	25.26
Movement LOS	A	A	C	A	C	C
d_A, Approach Delay [s/veh]	5.71		15.62		28.79	
Approach LOS	A		B		C	
d_I, Intersection Delay [s/veh]	16.74					
Intersection LOS	B					
Intersection V/C	0.244					

Emissions

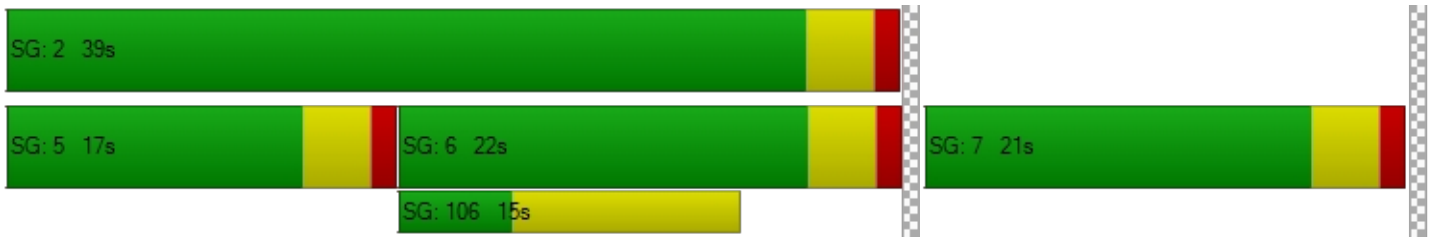
Vehicle Miles Traveled [mph]	33.40	1.11	5.22	6.81	9.19	3.36
Stops [stops/h]	43.56	1.33	117.72	14.31	127.81	41.79
Fuel consumption [US gal/h]	1.90	0.06	1.72	0.42	1.97	0.64
CO [g/h]	132.66	4.23	119.96	29.66	137.86	44.85
NOx [g/h]	25.81	0.82	23.34	5.77	26.82	8.73
VOC [g/h]	30.74	0.98	27.80	6.87	31.95	10.39

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.053
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	1167	567
d_b, Bicycle Delay [s]	14.70	5.21	15.41
l_b,int, Bicycle LOS Score for Intersection	1.871	1.797	1.560
Bicycle LOS	A	A	A

Sequence

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



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

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

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

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	0	0	2	0	6	3	0	16	3
Total Analysis Volume [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.41	0.00	0.00	8.52	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.64	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.41			8.52			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.19											
Intersection LOS	A											

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

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

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

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	15	15	0	4	3	4	3	29	10	11
Total Analysis Volume [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.06	0.11	0.00	0.02	0.01	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	11.55	12.20	8.74	12.67	12.58	9.42	7.38	0.00	0.00	7.42	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.29	0.45	0.45	0.45	0.02	0.00	0.00	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.19	7.19	7.19	11.24	11.24	11.24	0.50	0.00	0.00	5.84	0.00	0.00
d_A, Approach Delay [s/veh]	9.38			11.96			2.17			4.28		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.65											
Intersection LOS	B											

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

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	721	678	0	0	43
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	721	678	0	0	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	180	170	0	0	11
Total Analysis Volume [veh/h]	0	721	678	0	0	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.89
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.15
d_A, Approach Delay [s/veh]	0.00		0.00		11.89	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

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

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	30	0	0	103	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	0	0	103	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	26	0	3
Total Analysis Volume [veh/h]	30	0	0	103	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.46
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.79
d_A, Approach Delay [s/veh]	0.00		0.00		8.46	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.071

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	580	560	15	0	44
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	580	560	15	0	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	145	140	4	0	11
Total Analysis Volume [veh/h]	0	580	560	15	0	44
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.29
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.75
d_A, Approach Delay [s/veh]	0.00		0.00		11.29	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.123

Intersection Setup

Name	Perris Blvd			Perris Blvd			Commercial Driveway 8					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Commercial Driveway 8					
Base Volume Input [veh/h]	0	0	14	0	1	0	0	0	0	0	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	76	504	0	0	540	51	0	0	35	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	504	14	0	541	51	0	0	35	0	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	126	4	0	135	13	0	0	9	0	0	2
Total Analysis Volume [veh/h]	76	504	14	0	541	51	0	0	35	0	0	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.06	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	11.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.11	0.00	0.00	10.73
Movement LOS	B	A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	10.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.44	0.00	0.00	0.84
d_A, Approach Delay [s/veh]	1.49			0.00			11.11			10.73		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.10											
Intersection LOS	B											

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

Control Type:	Signalized	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.256

Intersection Setup

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

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	14	0	6	8	323	0	1	443	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0000	1.0600	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	78	27	0	9	21	72	5	102	73	21
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	20	0	0	4	0	0	1	0	0	10
Total Hourly Volume [veh/h]	9	0	58	42	0	11	29	414	4	103	543	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.7802	0.7802	0.7802	0.7828	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	15	11	0	3	9	133	1	33	173	10
Total Analysis Volume [veh/h]	9	0	58	42	0	11	37	531	5	132	694	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	10	0	36	48	0	50	62	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	14	0	30	29	0	17	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	30	30	30	30	30	30	30	30
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	1	10	10	3	12	12
g / C, Green / Cycle	0.15	0.15	0.05	0.33	0.33	0.11	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.04	0.03	0.02	0.14	0.14	0.07	0.19	0.20
s, saturation flow rate [veh/h]	1673	1690	1810	1900	1894	1810	1900	1864
c, Capacity [veh/h]	384	466	85	634	632	209	765	750
d1, Uniform Delay [s]	11.28	11.14	13.80	7.69	7.69	12.56	6.60	6.60
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	0.11	3.48	0.45	0.45	3.12	0.48	0.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.11	0.44	0.42	0.42	0.63	0.48	0.48
d, Delay for Lane Group [s/veh]	11.49	11.25	17.27	8.14	8.14	15.68	7.08	7.09
Lane Group LOS	B	B	B	A	A	B	A	A
Critical Lane Group	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.31	0.24	0.24	0.68	0.67	0.71	0.72	0.71
50th-Percentile Queue Length [ft/ln]	7.80	6.00	6.10	16.88	16.84	17.78	18.02	17.73
95th-Percentile Queue Length [veh/ln]	0.56	0.43	0.44	1.22	1.21	1.28	1.30	1.28
95th-Percentile Queue Length [ft/ln]	14.04	10.79	10.97	30.39	30.32	32.00	32.43	31.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.49	11.49	11.49	11.25	11.25	11.25	17.27	8.14	8.14	15.68	7.08	7.09
Movement LOS	B	B	B	B	B	B	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	11.49			11.25			8.73			8.39		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	8.75											
Intersection LOS	A											
Intersection V/C	0.256											

Emissions

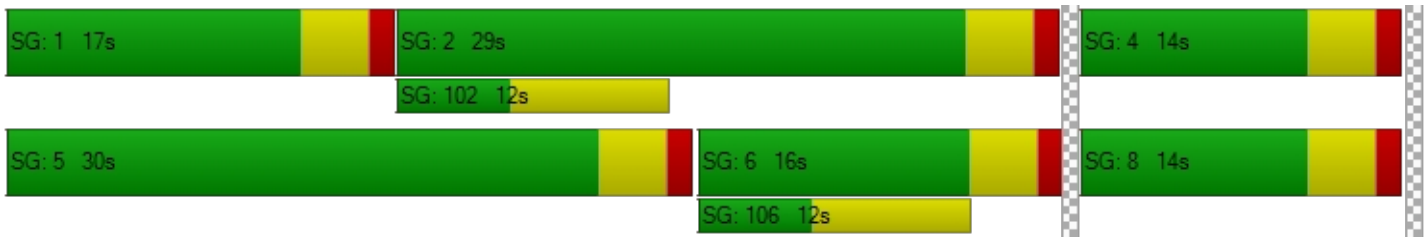
Vehicle Miles Traveled [mph]	1.58	1.25	3.39	24.58	24.52	12.74	35.77	35.09
Stops [stops/h]	37.94	29.16	29.65	82.09	81.91	86.46	87.62	86.21
Fuel consumption [US gal/h]	0.43	0.33	0.61	2.31	2.30	1.93	2.85	2.80
CO [g/h]	30.16	23.35	42.98	161.33	160.93	135.12	199.15	195.66
NOx [g/h]	5.87	4.54	8.36	31.39	31.31	26.29	38.75	38.07
VOC [g/h]	6.99	5.41	9.96	37.39	37.30	31.31	46.15	45.35

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	7.17	7.17	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	1.789	1.727	0.000	0.000
Crosswalk LOS	A	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	675	675	1689	810
d_b, Bicycle Delay [s]	6.49	6.49	0.36	5.24
l_b,int, Bicycle LOS Score for Intersection	1.703	1.654	2.033	2.282
Bicycle LOS	A	A	B	B

Sequence

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



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

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	296	0	0	449
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0600	1.0000	1.0000	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	89	5	0	91
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	8	403	5	0	567
Peak Hour Factor	1.0000	1.0000	0.7802	0.7802	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	129	2	0	181
Total Analysis Volume [veh/h]	0	8	517	6	0	724
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	9.90	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.82	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.90		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	4	137	35	59	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	4	137	35	59	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	34	9	15	3
Total Analysis Volume [veh/h]	12	4	137	35	59	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	10.53	8.86	0.00	0.00	7.65	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.13	0.00
95th-Percentile Queue Length [ft/ln]	1.70	1.70	0.00	0.00	3.26	0.00
d_A, Approach Delay [s/veh]	10.11		0.00		6.36	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.37					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	42	99	0	71
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	16	42	99	0	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	11	25	0	18
Total Analysis Volume [veh/h]	0	16	42	99	0	71
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.72	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.24	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.72		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	A					

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

Control Type:	Signalized	Delay (sec / veh):	5.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

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

Volumes

Name			Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	75	0	36	68	0	36
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	9
Total Hourly Volume [veh/h]	75	0	36	68	0	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	9	17	0	7
Total Analysis Volume [veh/h]	75	0	36	68	0	27
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	6	0	0	2	0	4
Auxiliary Signal Groups						
Maximum Green [s]	27	0	0	27	0	25
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	5	0	0	5	0	5
Pedestrian Clearance [s]	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

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

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	50	50	2
g / C, Green / Cycle	0.83	0.83	0.83	0.83	0.03
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.03	0.02	0.02
s, saturation flow rate [veh/h]	1900	1900	1346	3618	1615
c, Capacity [veh/h]	1584	1584	1177	3015	54
d1, Uniform Delay [s]	0.85	0.85	1.41	0.85	28.52
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	0.03	0.05	0.01	7.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.02	0.03	0.02	0.50
d, Delay for Lane Group [s/veh]	0.88	0.88	1.46	0.86	35.64
Lane Group LOS	A	A	A	A	D
Critical Lane Group	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.01	0.01	0.05	0.01	0.47
50th-Percentile Queue Length [ft/ln]	0.30	0.30	1.13	0.14	11.75
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.08	0.01	0.85
95th-Percentile Queue Length [ft/ln]	0.55	0.55	2.03	0.26	21.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.88	0.88	1.46	0.86	0.00	35.64
Movement LOS	A	A	A	A		D
d_A, Approach Delay [s/veh]	0.88		1.07		35.64	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	5.53					
Intersection LOS	A					
Intersection V/C	0.043					

Emissions

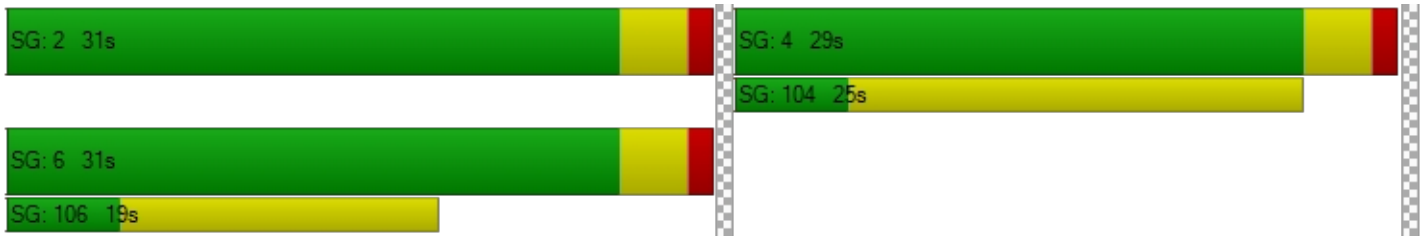
Vehicle Miles Traveled [mph]	3.41	3.41	1.41	2.67	2.42
Stops [stops/h]	0.73	0.73	2.71	0.69	28.20
Fuel consumption [US gal/h]	0.13	0.13	0.08	0.13	0.45
CO [g/h]	9.27	9.27	5.87	8.79	31.55
NOx [g/h]	1.80	1.80	1.14	1.71	6.14
VOC [g/h]	2.15	2.15	1.36	2.04	7.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.164	2.322	2.008
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.621	1.645	1.560
Bicycle LOS	A	A	A

Sequence

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



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

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	76	14	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	76	14	0	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	19	4	0	3
Total Analysis Volume [veh/h]	0	5	76	14	0	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.54	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.54		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	4	86	0	12	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	4	86	0	12	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	22	0	3	0
Total Analysis Volume [veh/h]	5	4	86	0	12	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.16	8.55	0.00	0.00	7.38	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	0.73	0.73	0.00	0.00	0.60	0.00
d_A, Approach Delay [s/veh]	8.89		0.00		7.38	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.58					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	111	0	9	105	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	0	9	105	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	2	26	0	1
Total Analysis Volume [veh/h]	111	0	9	105	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.43	0.00	0.00	8.59
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.46	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.59		8.59	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	15	0	68	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	15	0	68	0	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	4	0	17	0	8
Total Analysis Volume [veh/h]	43	15	0	68	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.55
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	2.29
d_A, Approach Delay [s/veh]	0.00		0.00		8.55	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.69					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	57	0	12	56	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	0	12	56	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	3	14	0	1
Total Analysis Volume [veh/h]	57	0	12	56	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.33	0.00	0.00	8.45
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.58	0.00	0.00	0.14
d_A, Approach Delay [s/veh]	0.00		1.29		8.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.83					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	42	6	3	53	9	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	6	3	53	9	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	2	1	13	2	4
Total Analysis Volume [veh/h]	42	6	3	53	9	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	9.00	8.50
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.14	0.00	1.77	1.77
d_A, Approach Delay [s/veh]	0.00		0.39		8.70	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.75					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	7.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	48	0	2	60	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	0	2	60	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	1	15	0	0
Total Analysis Volume [veh/h]	48	0	2	60	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	0.00	8.42
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.10	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.24		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	45	0	12	48	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	0	12	48	0	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	3	12	0	1
Total Analysis Volume [veh/h]	45	0	12	48	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.30	0.00	0.00	8.42
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.58	0.00	0.00	0.21
d_A, Approach Delay [s/veh]	0.00		1.46		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.05					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

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

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	40	0	0	0	0	0	0	50	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0600	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0600	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	13	0	0	61	9	4	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	13	42	0	61	9	4	0	4	53	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	11	0	15	2	1	0	1	13	0	0
Total Analysis Volume [veh/h]	12	13	42	0	61	9	4	0	4	53	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	7.35	0.00	0.00	7.30	0.00	0.00	9.28	0.00	8.62	9.56	10.02	8.73
Movement LOS	A	A	A	A	A	A	A		A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.00	0.00	0.00	0.03	0.00	0.03	0.20	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.58	0.58	0.58	0.00	0.00	0.00	0.66	0.00	0.66	5.02	5.02	5.02
d_A, Approach Delay [s/veh]	1.32			0.00			8.95			9.56		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.37											
Intersection LOS	A											

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

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	11	0	51	46	6	8	0	2	22	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	11	0	51	46	6	8	0	2	22	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	0	13	12	2	2	0	1	6	0	3
Total Analysis Volume [veh/h]	6	11	0	51	46	6	8	0	2	22	0	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	7.30	0.00	0.00	7.29	0.00	0.00	9.85	0.00	8.57	9.89	0.00	8.52
Movement LOS	A	A	A	A	A	A	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.10	0.00	0.00	0.04	0.00	0.04	0.12	0.00	0.12
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.25	2.43	0.00	0.00	0.96	0.00	0.96	3.05	0.00	3.05
d_A, Approach Delay [s/veh]	2.58			3.61			9.59			9.44		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.05											
Intersection LOS	A											

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

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	0	7	41	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	0	7	41	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	2	10	0	1
Total Analysis Volume [veh/h]	43	0	7	41	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	0.00	8.41
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.00	0.00	0.14
d_A, Approach Delay [s/veh]	0.00		1.06		8.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.73					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	37	3	0	41	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	3	0	41	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	1	0	10	0	2
Total Analysis Volume [veh/h]	37	3	0	41	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.42
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.50
d_A, Approach Delay [s/veh]	0.00		0.00		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.67					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	14	21	62	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	14	21	62	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	4	5	16	1
Total Analysis Volume [veh/h]	3	3	14	21	62	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.11	8.60	7.34	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.48	0.48	0.59	0.59	0.00	0.00
d_A, Approach Delay [s/veh]	8.86		2.94		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.47					
Intersection LOS	A					

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Harvest Landing

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Scenario 4 Opening Year I PP PM
10/14/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	0.852	53.5	D
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	NB Left	0.815	44.3	D
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.718	32.3	C
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	SB Left	0.621	15.7	B
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	NB Thru	0.847	52.4	D
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	NB Left	0.508	10.8	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	EB Left	0.551	29.9	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.636	37.2	D
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	WB Left	0.582	29.3	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.764	20.7	C
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	NB Left	0.752	35.8	D
12	Placentia Ave/Barrett Ave	Signalized	HCM 7th Edition	EB Left	0.382	24.8	C
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	SB Right	0.785	38.5	D
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	NB Left	0.714	23.1	C
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.576	13.1	B
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.637	23.3	C
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.385	30.3	C

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.847	57.8	E
19	Orange Ave/Barrett Ave	Signalized	HCM 7th Edition	EB Left	0.237	11.6	B
20	Orange Ave/Indian Ave	Signalized	HCM 7th Edition	EB Left	0.238	13.2	B
21	Orange Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Right	0.270	9.1	A
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Thru	0.575	14.8	B
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Left	0.696	23.5	C
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	SB Left	0.551	32.1	C
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.588	22.9	C
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	EB Left	0.805	66.9	E
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	1.589	62.1	F
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.692	22.1	C
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.761	33.8	C
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	0.527	14.4	B
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.518	8.3	A
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.564	21.9	C
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	WB Left	0.616	37.3	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.221	16.0	B
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	NB Left	0.336	30.6	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Left	0.872	64.7	E
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	EB Right	0.271	13.3	B
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	WB Left	0.104	8.1	A

39	Barrett Ave/I-215 Frontage Road	Signalized	HCM 7th Edition	SB Left	0.258	15.3	B
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Right	0.013	8.6	A
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Left	0.202	15.1	C
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.119	12.6	B
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition	WB Right	0.016	8.6	A
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.106	11.6	B
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	NB Left	0.151	11.9	B
46	Commercial Driveway 9/Orange Ave	Signalized	HCM 7th Edition	WB Left	0.360	11.3	B
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.016	9.9	A
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.030	10.0	B
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.030	8.7	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition	WB Right	0.047	5.1	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.010	8.5	A
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.011	9.1	A
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.7	A
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.058	8.7	A
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.5	A
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.019	9.0	A
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	SB Left	0.001	7.3	A
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.4	A
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.122	10.2	B

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.044	10.3	B
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.4	A
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.012	8.4	A
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.006	9.2	A

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

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

Control Type:	Signalized	Delay (sec / veh):	53.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.852

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	166	769	364	186	708	15	29	358	116	266	310	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	924	15	0	769	0	0	0	2	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	103	0	0	4	0	0	32	0	0	29
Total Hourly Volume [veh/h]	183	1762	309	203	1541	12	32	390	96	302	338	85
Peak Hour Factor	0.8396	0.8396	0.8396	0.9214	0.9214	0.9214	0.9410	0.9410	0.9410	0.9098	0.9098	0.9098
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	525	92	55	418	3	9	104	26	83	93	23
Total Analysis Volume [veh/h]	218	2099	368	220	1672	13	34	414	102	332	372	93
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	25	0	10	25	0	6	35	0	14	43	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	15	29	0	9	39	0	16	46	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	44	44	11	43	43	3	17	17	12	26	26
g / C, Green / Cycle	0.12	0.44	0.44	0.11	0.43	0.43	0.03	0.17	0.17	0.12	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.12	0.41	0.23	0.12	0.31	0.31	0.02	0.14	0.14	0.18	0.13	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1892	1810	1900	1773	1810	1900	1771
c, Capacity [veh/h]	217	2282	712	199	1559	815	56	321	300	217	491	457
d1, Uniform Delay [s]	44.00	26.29	20.24	44.50	23.33	23.33	47.86	40.12	40.20	44.00	31.49	31.51
k, delay calibration	0.39	0.50	0.50	0.45	0.50	0.50	0.11	0.11	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	54.99	7.50	2.67	91.52	2.76	5.19	10.25	5.37	6.12	259.97	0.76	0.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.00	0.92	0.52	1.11	0.71	0.71	0.61	0.83	0.84	1.53	0.49	0.49
d, Delay for Lane Group [s/veh]	98.99	33.79	22.91	136.02	26.09	28.53	58.11	45.49	46.32	303.97	32.25	32.32
Lane Group LOS	F	C	C	F	C	C	E	D	D	F	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.47	15.65	6.22	9.79	10.34	11.37	0.97	6.50	6.21	20.83	4.80	4.49
50th-Percentile Queue Length [ft/ln]	211.72	391.23	155.59	244.80	258.49	284.35	24.21	162.53	155.31	520.81	119.92	112.22
95th-Percentile Queue Length [veh/ln]	13.26	22.14	10.32	15.53	15.61	16.91	1.74	10.68	10.30	32.88	8.39	7.96
95th-Percentile Queue Length [ft/ln]	331.59	553.43	257.88	388.26	390.33	422.63	43.58	267.07	257.50	822.05	209.72	199.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	98.99	33.79	22.91	136.02	26.91	28.53	58.11	45.79	46.32	303.97	32.28	32.32
Movement LOS	F	C	C	F	C	C	E	D	D	F	C	C
d_A, Approach Delay [s/veh]	37.59			39.53			46.65			145.46		
Approach LOS	D			D			D			F		
d_I, Intersection Delay [s/veh]	53.53											
Intersection LOS	D											
Intersection V/C	0.852											

Emissions

Vehicle Miles Traveled [mph]	109.23	1051.70	184.39	13.71	68.91	36.06	2.37	18.52	17.51	21.83	15.81	14.77
Stops [stops/h]	304.88	1690.13	224.06	352.51	744.45	409.47	34.86	234.05	223.64	749.97	172.69	161.60
Fuel consumption [US gal/h]	11.93	71.50	10.82	10.94	17.49	9.69	0.92	6.00	5.74	30.61	4.27	3.99
CO [g/h]	833.60	4997.66	756.47	764.81	1222.63	677.16	64.09	419.44	401.49	2139.32	298.28	279.08
NOx [g/h]	162.19	972.36	147.18	148.80	237.88	131.75	12.47	81.61	78.11	416.23	58.03	54.30
VOC [g/h]	193.19	1158.26	175.32	177.25	283.36	156.94	14.85	97.21	93.05	495.81	69.13	64.68

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.779	3.476	2.700	2.913
Crosswalk LOS	D	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	500	700	840
d_b, Bicycle Delay [s]	27.38	28.13	21.13	16.82
l_b,int, Bicycle LOS Score for Intersection	3.093	2.610	2.040	2.241
Bicycle LOS	C	B	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	44.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.815

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	69	1132	169	114	879	20	26	128	92	195	97	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	941	13	0	784	0	0	0	8	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	49	0	0	6	0	0	27	0	0	31
Total Hourly Volume [veh/h]	84	2175	148	124	1742	16	28	140	81	227	106	94
Peak Hour Factor	0.8779	0.8779	0.8779	0.8866	0.8866	0.8866	0.8183	0.8183	0.8183	0.8130	0.8130	0.8130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	619	42	35	491	5	9	43	25	70	33	29
Total Analysis Volume [veh/h]	96	2478	169	140	1965	18	34	171	99	279	130	116
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	36	0	10	36	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	31	34	0	20	23	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	59	59	11	62	62	13	13	13	21	21	21
g / C, Green / Cycle	0.07	0.49	0.49	0.09	0.51	0.51	0.11	0.11	0.11	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.05	0.48	0.49	0.08	0.36	0.36	0.02	0.09	0.06	0.15	0.07	0.07
s, saturation flow rate [veh/h]	1810	3618	1840	1810	3618	1891	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	123	1766	898	168	1855	970	200	210	179	317	332	283
d1, Uniform Delay [s]	55.02	30.29	30.72	53.51	22.24	22.26	48.36	52.15	50.55	48.29	43.84	44.00
k, delay calibration	0.11	0.50	0.50	0.12	0.50	0.50	0.11	0.11	0.11	0.18	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.05	18.23	32.60	11.16	2.24	4.24	0.40	7.40	2.67	12.56	0.75	0.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.99	1.01	0.83	0.70	0.70	0.17	0.81	0.55	0.88	0.39	0.41
d, Delay for Lane Group [s/veh]	65.07	48.53	63.31	64.66	24.49	26.50	48.76	59.54	53.22	60.85	44.59	44.96
Lane Group LOS	E	D	F	E	C	C	D	E	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.13	27.07	31.78	4.57	13.44	14.61	0.93	5.38	2.91	9.08	3.44	3.10
50th-Percentile Queue Length [ft/ln]	78.33	676.82	794.46	114.22	335.95	365.23	23.35	134.42	72.69	226.91	86.04	77.38
95th-Percentile Queue Length [veh/ln]	5.64	35.61	41.37	8.07	19.45	20.88	1.68	9.18	5.23	14.02	6.19	5.57
95th-Percentile Queue Length [ft/ln]	141.00	890.15	1034.23	201.85	486.25	521.94	42.03	229.50	130.84	350.42	154.87	139.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.07	52.93	63.31	64.66	25.17	26.50	48.76	59.54	53.22	60.85	44.59	44.96
Movement LOS	E	D	E	E	C	C	D	E	D	E	D	D
d_A, Approach Delay [s/veh]	54.00			27.78			56.28			53.31		
Approach LOS	D			C			E			D		
d_I, Intersection Delay [s/veh]	44.28											
Intersection LOS	D											
Intersection V/C	0.815											

Emissions

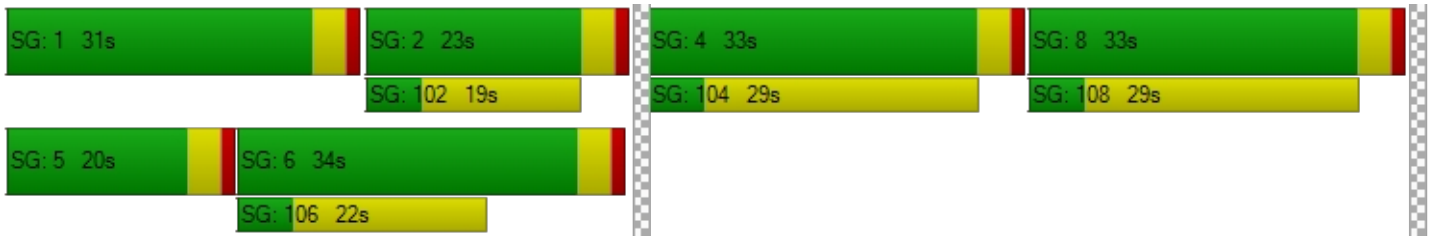
Vehicle Miles Traveled [mph]	157.93	2862.44	1492.27	70.15	652.26	341.31	2.84	14.28	8.27	33.18	15.46	13.79
Stops [stops/h]	94.00	1624.36	953.36	137.06	806.28	438.27	28.02	161.31	87.23	272.29	103.24	92.85
Fuel consumption [US gal/h]	7.85	135.50	74.69	5.95	38.87	20.82	0.71	4.17	2.23	7.32	2.75	2.47
CO [g/h]	548.95	9471.16	5220.87	415.95	2717.04	1455.48	49.93	291.35	155.54	511.50	192.05	172.47
NOx [g/h]	106.81	1842.74	1015.79	80.93	528.64	283.18	9.71	56.69	30.26	99.52	37.37	33.56
VOC [g/h]	127.22	2195.03	1209.99	96.40	629.70	337.32	11.57	67.52	36.05	118.54	44.51	39.97

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.757	3.618	2.374	2.641
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	317	483	483
d_b, Bicycle Delay [s]	33.75	42.50	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.095	2.731	2.106	2.477
Bicycle LOS	C	B	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	32.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.718

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	36	806	5	154	1048	280	250	155	62	9	133	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	963	3	0	806	0	0	0	2	2	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	76	0	0	18	0	0	37
Total Hourly Volume [veh/h]	41	1842	6	168	1948	229	273	169	52	12	145	110
Peak Hour Factor	0.8615	0.8615	0.8615	0.8521	0.8521	0.8521	0.8694	0.8694	0.8694	0.9095	0.9095	0.9095
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	535	2	49	572	67	79	49	15	3	40	30
Total Analysis Volume [veh/h]	48	2138	7	197	2286	269	314	194	60	13	159	121
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	6	36	0	16	47	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	10	40	0	20	51	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	61	61	6	63	63	16	25	25	2	11	11
g / C, Green / Cycle	0.04	0.56	0.56	0.05	0.58	0.58	0.15	0.23	0.23	0.02	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.01	0.41	0.00	0.06	0.44	0.17	0.17	0.05	0.04	0.00	0.03	0.07
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	123	2878	898	192	2978	929	263	828	370	53	510	159
d1, Uniform Delay [s]	51.91	18.48	10.89	52.00	17.76	11.90	47.00	34.56	33.97	53.55	46.11	48.31
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.99	1.78	0.02	37.51	1.96	0.79	117.97	0.14	0.20	2.35	0.34	7.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.74	0.01	1.03	0.77	0.29	1.19	0.23	0.16	0.24	0.31	0.76
d, Delay for Lane Group [s/veh]	53.90	20.26	10.91	89.51	19.72	12.68	164.97	34.70	34.17	55.89	46.45	55.56
Lane Group LOS	D	C	B	F	B	B	F	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.66	12.60	0.07	3.57	13.35	3.23	15.57	2.07	1.27	0.19	1.33	3.46
50th-Percentile Queue Length [ft/ln]	16.62	314.96	1.85	89.14	333.86	80.84	389.23	51.69	31.70	4.76	33.21	86.49
95th-Percentile Queue Length [veh/ln]	1.20	18.42	0.13	6.42	19.35	5.82	23.82	3.72	2.28	0.34	2.39	6.23
95th-Percentile Queue Length [ft/ln]	29.92	460.49	3.34	160.45	483.69	145.51	595.58	93.04	57.06	8.57	59.78	155.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.90	20.26	10.91	89.51	19.72	12.68	164.97	34.70	34.17	55.89	46.45	55.56
Movement LOS	D	C	B	F	B	B	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	20.96			24.03			106.66			50.63		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	32.30											
Intersection LOS	C											
Intersection V/C	0.718											

Emissions

Vehicle Miles Traveled [mph]	17.91	797.57	2.61	324.09	3760.81	442.54	46.98	29.02	8.98	1.58	19.31	14.70
Stops [stops/h]	43.52	1236.95	2.43	233.39	1311.16	105.82	509.54	135.33	41.49	12.47	130.43	113.22
Fuel consumption [US gal/h]	1.68	51.53	0.14	17.60	154.39	17.18	18.48	4.05	1.24	0.36	3.79	3.28
CO [g/h]	117.52	3602.09	9.45	1230.17	10791.7	1200.85	1292.10	282.91	86.73	24.95	264.68	229.24
NOx [g/h]	22.87	700.83	1.84	239.35	2099.68	233.64	251.40	55.04	16.87	4.85	51.50	44.60
VOC [g/h]	27.24	834.82	2.19	285.10	2501.09	278.31	299.46	65.57	20.10	5.78	61.34	53.13

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.606	3.852	2.868	3.032
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	655	855	655
d_b, Bicycle Delay [s]	24.89	24.89	18.04	24.89
l_b,int, Bicycle LOS Score for Intersection	2.767	3.115	2.043	1.741
Bicycle LOS	C	C	B	A

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	16	766	15	8	1075	32	43	42	67	13	44	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	968	3	0	810	0	0	0	2	2	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	9	0	0	19	0	0	7
Total Hourly Volume [veh/h]	20	1803	14	9	1982	26	47	46	56	16	48	21
Peak Hour Factor	0.9246	0.9246	0.9246	0.8460	0.8460	0.8460	0.5611	0.5611	0.5611	0.6762	0.6762	0.6762
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	488	4	3	586	8	21	20	25	6	18	8
Total Analysis Volume [veh/h]	22	1950	15	11	2343	31	84	82	100	24	71	31
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	15	59	0	5	49	0	11	29	0	11	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	45	0	30	66	0	12	33	0	12	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	86	86	2	85	85	7	14	14	3	10	10
g / C, Green / Cycle	0.02	0.71	0.71	0.01	0.71	0.71	0.06	0.12	0.12	0.02	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.01	0.54	0.01	0.01	0.43	0.43	0.05	0.04	0.06	0.01	0.03	0.03
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1887	1810	1900	1615	1810	1900	1714
c, Capacity [veh/h]	39	2580	1152	25	2550	1331	106	222	189	42	154	139
d1, Uniform Delay [s]	58.13	10.71	4.98	58.74	9.17	9.19	55.74	48.91	49.89	58.03	52.07	52.19
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.85	2.12	0.02	12.21	1.10	2.12	12.19	1.02	2.30	11.79	1.26	1.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.76	0.01	0.45	0.61	0.61	0.79	0.37	0.53	0.57	0.33	0.36
d, Delay for Lane Group [s/veh]	69.98	12.83	5.00	70.95	10.28	11.31	67.94	49.93	52.19	69.82	53.33	53.76
Lane Group LOS	E	B	A	E	B	B	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.78	13.39	0.10	0.41	8.96	9.76	2.85	2.32	2.93	0.85	1.52	1.49
50th-Percentile Queue Length [ft/ln]	19.41	334.81	2.43	10.20	223.92	244.06	71.25	58.00	73.20	21.34	37.90	37.21
95th-Percentile Queue Length [veh/ln]	1.40	19.39	0.17	0.73	13.87	14.89	5.13	4.18	5.27	1.54	2.73	2.68
95th-Percentile Queue Length [ft/ln]	34.93	484.85	4.37	18.36	346.63	372.17	128.24	104.40	131.76	38.40	68.22	66.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.98	12.83	5.00	70.95	10.62	11.31	67.94	49.93	52.19	69.82	53.45	53.76
Movement LOS	E	B	A	E	B	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	13.40			10.91			56.47			56.65		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	15.70											
Intersection LOS	B											
Intersection V/C	0.621											

Emissions

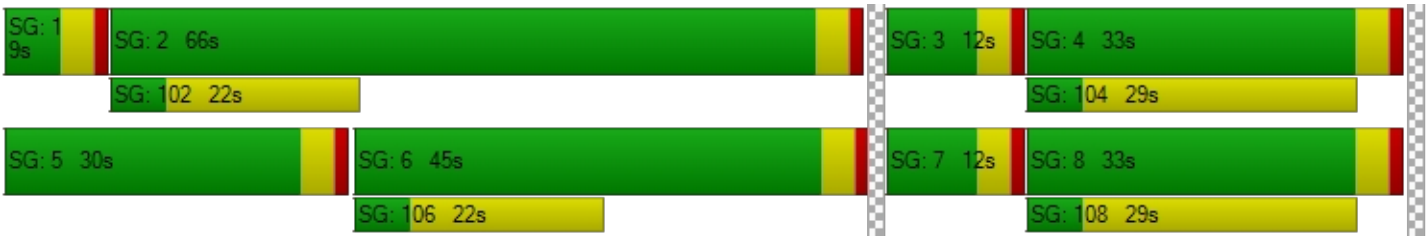
Vehicle Miles Traveled [mph]	11.08	981.69	7.55	4.10	581.44	304.16	4.63	4.52	5.51	1.60	3.43	3.35
Stops [stops/h]	23.29	803.53	2.91	12.24	537.42	292.88	85.50	69.60	87.84	25.60	45.48	44.65
Fuel consumption [US gal/h]	0.98	48.73	0.31	0.45	29.87	15.94	1.98	1.53	1.93	0.59	1.03	1.01
CO [g/h]	68.67	3406.38	21.69	31.57	2088.08	1114.47	138.44	106.86	135.08	41.54	72.25	70.88
NOx [g/h]	13.36	662.76	4.22	6.14	406.26	216.84	26.93	20.79	26.28	8.08	14.06	13.79
VOC [g/h]	15.92	789.46	5.03	7.32	483.93	258.29	32.08	24.77	31.31	9.63	16.74	16.43

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.552	3.555	2.437	2.381
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	683	1033	483	483
d_b, Bicycle Delay [s]	26.00	14.02	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.203	2.876	1.795	1.669
Bicycle LOS	C	C	A	A

Sequence

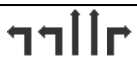
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Control Type:	Signalized	Delay (sec / veh):	52.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.847

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	123	413	109	284	632	251	297	1030	135	144	732	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	647	15	0	549	265	326	12	2	14	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	135	0	0	37	0	0	27
Total Hourly Volume [veh/h]	135	1097	100	310	1238	404	650	1135	112	171	807	81
Peak Hour Factor	0.8200	0.8200	0.8200	0.9321	0.9321	0.9321	0.8971	0.8971	0.8971	0.9286	0.9286	0.9286
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	334	30	83	332	108	181	316	31	46	217	22
Total Analysis Volume [veh/h]	165	1338	122	333	1328	433	725	1265	125	184	869	87
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	12	42	0	24	48	0	8	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	39	0	16	44	0	29	54	0	11	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	43	43	12	48	48	25	42	42	7	24	24
g / C, Green / Cycle	0.06	0.36	0.36	0.10	0.40	0.40	0.21	0.35	0.35	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.05	0.37	0.08	0.09	0.37	0.27	0.21	0.24	0.08	0.05	0.18	0.18
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1813
c, Capacity [veh/h]	205	1285	574	351	1436	641	732	1827	570	205	735	368
d1, Uniform Delay [s]	55.83	38.68	26.98	53.69	34.48	29.81	47.38	33.24	27.22	56.14	46.24	46.26
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.20
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.23	36.45	0.85	12.93	11.50	5.63	13.36	0.48	0.19	12.98	3.26	11.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	1.04	0.21	0.95	0.92	0.68	0.99	0.69	0.22	0.90	0.87	0.87
d, Delay for Lane Group [s/veh]	63.06	75.13	27.82	66.62	45.98	35.44	60.74	33.71	27.41	69.12	49.50	57.34
Lane Group LOS	E	F	C	E	D	D	E	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.61	24.36	2.50	5.49	19.63	10.78	11.57	9.88	2.41	3.03	9.04	9.89
50th-Percentile Queue Length [ft/ln]	65.36	609.04	62.46	137.33	490.72	269.43	289.36	246.98	60.23	75.66	226.05	247.13
95th-Percentile Queue Length [veh/ln]	4.71	33.38	4.50	9.34	26.89	16.16	17.15	15.03	4.34	5.45	13.97	15.04
95th-Percentile Queue Length [ft/ln]	117.65	834.45	112.43	233.42	672.37	404.03	428.84	375.85	108.41	136.19	349.34	376.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.06	75.13	27.82	66.62	45.98	35.44	60.74	33.71	27.41	69.12	51.60	57.34
Movement LOS	E	F	C	E	D	D	E	C	C	E	D	E
d_A, Approach Delay [s/veh]	70.36			47.08			42.60			54.86		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	52.42											
Intersection LOS	D											
Intersection V/C	0.847											

Emissions

Vehicle Miles Traveled [mph]	81.97	664.73	60.61	167.64	668.55	217.99	181.19	316.15	31.24	19.98	69.11	34.71
Stops [stops/h]	156.87	1461.70	74.96	329.59	1177.73	323.32	694.46	889.12	72.27	181.59	542.52	296.56
Fuel consumption [US gal/h]	6.88	61.41	3.70	14.36	49.98	14.61	27.92	35.77	3.08	6.63	18.80	10.40
CO [g/h]	480.73	4292.89	258.65	1003.63	3493.89	1021.56	1951.63	2500.25	215.62	463.38	1314.03	726.86
NOx [g/h]	93.53	835.24	50.32	195.27	679.78	198.76	379.72	486.46	41.95	90.16	255.66	141.42
VOC [g/h]	111.41	994.92	59.94	232.60	809.74	236.76	452.31	579.46	49.97	107.39	304.54	168.46

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.398	3.738	3.663	3.432
Crosswalk LOS	C	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	667	833	533
d_b, Bicycle Delay [s]	30.10	26.67	20.42	32.27
l_b,int, Bicycle LOS Score for Intersection	2.928	3.399	2.743	2.201
Bicycle LOS	C	C	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	29	602	15	18	857	15	19	15	12	24	17	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	663	0	0	566	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	4	0	0	3	0	0	4
Total Hourly Volume [veh/h]	32	1319	12	20	1500	12	21	16	10	26	19	12
Peak Hour Factor	0.8770	0.8770	0.8770	0.9127	0.9127	0.9127	0.6389	0.6389	0.6389	0.6453	0.6453	0.6453
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	376	3	5	411	3	8	6	4	10	7	5
Total Analysis Volume [veh/h]	36	1504	14	22	1643	13	33	25	16	40	29	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

Split [s]	9	34	0	9	34	0	31	36	0	31	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	81	81	2	80	80	3	7	7	4	8	8
g / C, Green / Cycle	0.03	0.73	0.73	0.02	0.72	0.72	0.03	0.07	0.07	0.03	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.02	0.28	0.28	0.01	0.45	0.01	0.02	0.01	0.01	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1810	3618	1891	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	55	2647	1384	40	2618	1169	54	245	109	60	135	114
d1, Uniform Delay [s]	52.76	5.47	5.47	53.22	7.70	4.23	52.74	48.15	48.29	52.60	48.22	48.05
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.42	0.41	0.78	10.91	1.15	0.02	10.82	0.18	0.61	12.35	0.79	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.38	0.38	0.54	0.63	0.01	0.61	0.10	0.15	0.67	0.22	0.17
d, Delay for Lane Group [s/veh]	65.18	5.88	6.25	64.13	8.85	4.25	63.56	48.33	48.90	64.95	49.02	48.73
Lane Group LOS	E	A	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.15	3.32	3.61	0.72	8.75	0.08	1.05	0.33	0.43	1.29	0.77	0.51
50th-Percentile Queue Length [ft/ln]	28.68	82.99	90.36	18.09	218.65	1.95	26.35	8.14	10.72	32.15	19.36	12.70
95th-Percentile Queue Length [veh/ln]	2.06	5.98	6.51	1.30	13.60	0.14	1.90	0.59	0.77	2.32	1.39	0.91
95th-Percentile Queue Length [ft/ln]	51.62	149.39	162.65	32.56	339.90	3.52	47.43	14.66	19.30	57.88	34.85	22.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.18	6.00	6.25	64.13	8.85	4.25	63.56	48.33	48.90	64.95	49.02	48.73
Movement LOS	E	A	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	7.37			9.54			55.24			56.20		
Approach LOS	A			A			E			E		
d_I, Intersection Delay [s/veh]	10.75											
Intersection LOS	B											
Intersection V/C	0.508											

Emissions

Vehicle Miles Traveled [mph]	7.07	195.74	102.32	10.93	816.26	6.46	16.55	12.54	8.02	10.73	7.78	5.10
Stops [stops/h]	37.54	217.29	118.29	23.68	572.46	2.56	34.49	21.32	14.04	42.09	25.35	16.62
Fuel consumption [US gal/h]	1.19	10.60	5.64	0.87	39.72	0.29	1.32	0.88	0.57	1.25	0.78	0.51
CO [g/h]	82.94	741.18	394.30	60.66	2776.66	20.36	92.06	61.80	39.89	87.66	54.26	35.48
NOx [g/h]	16.14	144.21	76.72	11.80	540.24	3.96	17.91	12.02	7.76	17.06	10.56	6.90
VOC [g/h]	19.22	171.77	91.38	14.06	643.52	4.72	21.34	14.32	9.24	20.32	12.58	8.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.292	3.062	2.498	2.499
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	545	545	582	582
d_b, Bicycle Delay [s]	29.09	29.09	27.65	27.65
l_b,int, Bicycle LOS Score for Intersection	2.417	2.947	1.623	1.711
Bicycle LOS	B	C	A	A

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	29.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

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

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	72	372	14	65	454	156	172	278	82	14	228	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	0	0	8	9	177	9	0	174	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	45	0	0	25	0	0	16
Total Hourly Volume [veh/h]	86	405	11	71	495	133	196	480	73	15	423	46
Peak Hour Factor	0.6662	0.6662	0.6662	0.9500	0.9500	0.9500	0.9283	0.9283	0.9283	0.6898	0.6898	0.6898
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	152	4	19	130	35	53	129	20	5	153	17
Total Analysis Volume [veh/h]	129	608	17	75	521	140	211	517	79	22	613	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	22	0	6	22	0	11	31	0	5	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	28	0	9	26	0	14	34	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	32	32	4	30	30	10	25	25	2	17	17
g / C, Green / Cycle	0.09	0.41	0.41	0.05	0.37	0.37	0.13	0.32	0.32	0.02	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.07	0.17	0.17	0.04	0.18	0.18	0.12	0.16	0.16	0.01	0.18	0.18
s, saturation flow rate [veh/h]	1810	1900	1882	1810	1900	1763	1810	1900	1813	1810	1900	1835
c, Capacity [veh/h]	158	770	763	97	706	655	226	600	572	46	410	396
d1, Uniform Delay [s]	35.86	16.95	16.95	37.37	19.27	19.29	34.67	22.31	22.32	38.46	30.05	30.07
k, delay calibration	0.21	0.50	0.50	0.11	0.50	0.50	0.28	0.11	0.11	0.11	0.14	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.58	1.60	1.62	12.10	2.37	2.58	30.60	0.67	0.70	7.56	5.96	6.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.41	0.41	0.77	0.48	0.49	0.93	0.51	0.51	0.48	0.84	0.84
d, Delay for Lane Group [s/veh]	53.44	18.55	18.57	49.47	21.65	21.87	65.27	22.98	23.02	46.02	36.00	36.35
Lane Group LOS	D	B	B	D	C	C	E	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.13	4.05	4.02	1.71	4.90	4.60	5.72	4.34	4.15	0.50	6.53	6.37
50th-Percentile Queue Length [ft/ln]	78.15	101.28	100.45	42.78	122.38	115.05	142.89	108.43	103.77	12.49	163.37	159.17
95th-Percentile Queue Length [veh/ln]	5.63	7.29	7.23	3.08	8.52	8.12	9.64	7.75	7.47	0.90	10.73	10.50
95th-Percentile Queue Length [ft/ln]	140.67	182.30	180.82	77.00	213.10	203.00	240.91	193.82	186.79	22.48	268.19	262.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.44	18.56	18.57	49.47	21.72	21.87	65.27	23.00	23.02	46.02	36.16	36.35
Movement LOS	D	B	B	D	C	C	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	24.52			24.58			34.05			36.49		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	29.90											
Intersection LOS	C											
Intersection V/C	0.551											

Emissions

Vehicle Miles Traveled [mph]	19.52	47.50	47.07	8.62	39.34	36.67	127.48	184.13	175.95	4.09	64.18	62.16
Stops [stops/h]	140.67	182.30	180.82	77.00	220.29	207.08	257.20	195.18	186.79	22.48	294.07	286.51
Fuel consumption [US gal/h]	3.48	4.68	4.64	1.82	5.08	4.77	10.37	10.16	9.72	0.63	8.39	8.17
CO [g/h]	243.52	326.94	324.17	127.24	355.12	333.20	724.86	710.43	679.29	43.73	586.28	570.93
NOx [g/h]	47.38	63.61	63.07	24.76	69.09	64.83	141.03	138.22	132.16	8.51	114.07	111.08
VOC [g/h]	56.44	75.77	75.13	29.49	82.30	77.22	167.99	164.65	157.43	10.14	135.88	132.32

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.667	2.797	2.846	2.708
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	550	750	625
d_b, Bicycle Delay [s]	19.60	21.03	15.63	18.91
l_b,int, Bicycle LOS Score for Intersection	2.185	2.204	2.246	2.152
Bicycle LOS	B	B	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	37.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.636

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	25	140	91	58	168	14	10	341	38	124	316	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	26	14	8	39	18	20	184	26	26	203	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	28	0	0	8	0	0	17	0	0	10
Total Hourly Volume [veh/h]	36	179	85	71	222	25	31	556	50	161	547	29
Peak Hour Factor	0.8574	0.8574	0.8574	0.8571	0.8571	0.8571	0.7729	0.7729	0.7729	0.9044	0.9044	0.9044
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	52	25	21	65	7	10	180	16	45	151	8
Total Analysis Volume [veh/h]	42	209	99	83	259	29	40	719	65	178	605	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	22	0	6	22	0	8	53	0	13	58	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	26	0	13	26	0	13	46	0	25	58	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	31	31	6	34	34	4	44	44	13	53	53
g / C, Green / Cycle	0.03	0.28	0.28	0.06	0.31	0.31	0.03	0.40	0.40	0.12	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.02	0.11	0.06	0.05	0.14	0.02	0.02	0.38	0.04	0.10	0.17	0.17
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1867
c, Capacity [veh/h]	61	534	454	107	582	495	59	756	643	211	915	899
d1, Uniform Delay [s]	52.58	31.95	30.29	51.06	30.65	26.95	52.61	32.08	20.77	47.59	17.77	17.77
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.31	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.03	2.15	1.10	11.53	2.46	0.23	12.42	16.40	0.07	8.76	0.23	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.39	0.22	0.78	0.45	0.06	0.67	0.95	0.10	0.84	0.35	0.35
d, Delay for Lane Group [s/veh]	65.61	34.10	31.39	62.59	33.10	27.18	65.03	48.48	20.84	56.35	18.00	18.01
Lane Group LOS	E	C	C	E	C	C	E	D	C	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.36	4.74	2.13	2.57	5.82	0.56	1.27	20.60	1.02	5.14	4.80	4.72
50th-Percentile Queue Length [ft/ln]	33.92	118.62	53.17	64.31	145.38	14.12	31.71	514.97	25.41	128.51	120.00	117.98
95th-Percentile Queue Length [veh/ln]	2.44	8.32	3.83	4.63	9.77	1.02	2.28	28.04	1.83	8.86	8.39	8.28
95th-Percentile Queue Length [ft/ln]	61.05	207.93	95.70	115.77	244.25	25.41	57.08	701.05	45.74	221.47	209.82	207.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.61	34.10	31.39	62.59	33.10	27.18	65.03	48.48	20.84	56.35	18.01	18.01
Movement LOS	E	C	C	E	C	C	E	D	C	E	B	B
d_A, Approach Delay [s/veh]	37.11			39.24			47.10			26.38		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	37.23											
Intersection LOS	D											
Intersection V/C	0.636											

Emissions

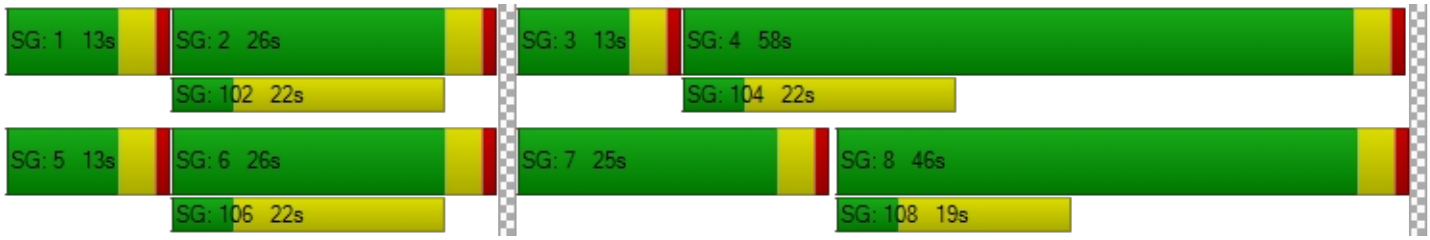
Vehicle Miles Traveled [mph]	18.46	91.86	43.51	6.53	20.39	2.28	2.65	47.56	4.30	25.94	46.81	46.01
Stops [stops/h]	44.40	155.29	69.60	84.19	190.32	18.48	41.52	674.14	33.27	168.24	157.09	154.45
Fuel consumption [US gal/h]	1.60	6.12	2.81	1.94	3.95	0.39	1.14	17.10	0.84	5.02	4.73	4.65
CO [g/h]	111.72	427.75	196.73	135.56	276.34	27.01	79.42	1195.63	58.49	351.03	330.95	325.35
NOx [g/h]	21.74	83.23	38.28	26.37	53.77	5.26	15.45	232.63	11.38	68.30	64.39	63.30
VOC [g/h]	25.89	99.14	45.59	31.42	64.04	6.26	18.41	277.10	13.55	81.35	76.70	75.40

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.437	2.475	2.781	2.838
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	400	764	982
d_b, Bicycle Delay [s]	35.20	35.20	21.02	14.25
l_b,int, Bicycle LOS Score for Intersection	2.183	2.185	2.947	2.240
Bicycle LOS	B	B	C	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	29.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	17	536	182	66	798	26	27	158	45	182	113	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	542	60	140	451	123	3	3	3	27	76	154
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	65	0	0	38	0	0	13	0	0	54
Total Hourly Volume [veh/h]	32	1126	193	212	1321	113	32	175	39	225	199	161
Peak Hour Factor	0.9023	0.9023	0.9023	0.9304	0.9304	0.9304	0.8297	0.8297	0.8297	0.7930	0.7930	0.7930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	312	53	57	355	30	10	53	12	71	63	51
Total Analysis Volume [veh/h]	35	1248	214	228	1420	121	39	211	47	284	251	203
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	26	0	17	31	0	16	32	0	19	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	30	0	21	40	0	20	36	0	23	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	49	49	16	62	62	4	10	10	19	25	25
g / C, Green / Cycle	0.03	0.45	0.45	0.14	0.56	0.56	0.03	0.09	0.09	0.17	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.24	0.13	0.13	0.27	0.07	0.02	0.06	0.03	0.16	0.07	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	54	2320	724	258	2902	905	58	332	148	312	839	374
d1, Uniform Delay [s]	52.77	22.07	19.30	46.28	14.63	11.48	52.66	48.19	46.74	44.70	34.87	37.12
k, delay calibration	0.11	0.50	0.50	0.29	0.50	0.50	0.11	0.11	0.11	0.36	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.11	0.90	1.04	21.77	0.59	0.31	12.62	2.03	1.22	25.88	0.20	1.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.54	0.30	0.88	0.49	0.13	0.67	0.64	0.32	0.91	0.30	0.54
d, Delay for Lane Group [s/veh]	64.88	22.97	20.34	68.05	15.23	11.78	65.28	50.22	47.96	70.58	35.07	38.34
Lane Group LOS	E	C	C	E	B	B	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.11	7.47	3.49	7.46	6.58	1.36	1.24	2.80	1.22	9.56	2.71	4.75
50th-Percentile Queue Length [ft/ln]	27.83	186.87	87.15	186.61	164.55	34.12	31.01	70.12	30.54	239.01	67.71	118.76
95th-Percentile Queue Length [veh/ln]	2.00	11.96	6.27	11.94	10.79	2.46	2.23	5.05	2.20	14.63	4.87	8.32
95th-Percentile Queue Length [ft/ln]	50.09	298.96	156.87	298.62	269.74	61.42	55.82	126.22	54.97	365.78	121.87	208.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.88	22.97	20.34	68.05	15.23	11.78	65.28	50.22	47.96	70.58	35.07	38.34
Movement LOS	E	C	C	E	B	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	23.57			21.80			51.84			49.64		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	29.27											
Intersection LOS	C											
Intersection V/C	0.582											

Emissions

Vehicle Miles Traveled [mph]	14.53	518.00	88.82	68.10	424.12	36.14	2.76	14.92	3.32	52.27	46.20	37.36
Stops [stops/h]	36.43	733.88	114.08	244.28	646.25	44.67	40.60	183.59	39.98	312.89	177.27	155.46
Fuel consumption [US gal/h]	1.41	32.71	5.35	8.53	26.97	2.08	1.12	4.95	1.07	9.76	5.58	4.80
CO [g/h]	98.77	2286.64	373.90	596.16	1885.41	145.70	78.10	346.02	74.77	682.27	389.96	335.34
NOx [g/h]	19.22	444.90	72.75	115.99	366.83	28.35	15.20	67.32	14.55	132.74	75.87	65.25
VOC [g/h]	22.89	529.95	86.65	138.17	436.96	33.77	18.10	80.19	17.33	158.12	90.38	77.72

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.437	3.403	2.667	2.909
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	655	582	636
d_b, Bicycle Delay [s]	32.07	24.89	27.65	25.57
l_b,int, Bicycle LOS Score for Intersection	2.419	2.553	1.815	2.213
Bicycle LOS	B	B	A	B

Sequence

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

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

Control Type:	All-way stop	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.764

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	60	150	7	67	251	31	48	126	116	1	84	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	2	4	29	85	30	115	0	5	123	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	178	10	77	303	119	82	252	126	6	215	42
Peak Hour Factor	0.9435	0.9435	0.9435	0.8756	0.8756	0.8756	0.8401	0.8401	0.8401	0.7370	0.7370	0.7370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	47	3	22	87	34	24	75	37	2	73	14
Total Analysis Volume [veh/h]	69	189	11	88	346	136	98	300	150	8	292	57
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	394	416	420	427	453	495	429	455	496	492	528
Degree of Utilization, x	0.18	0.24	0.24	0.21	0.76	0.27	0.23	0.66	0.30	0.02	0.66

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.63	0.93	0.92	0.77	6.53	1.11	0.87	4.69	1.26	0.05	4.81
95th-Percentile Queue Length [ft]	15.67	23.16	22.91	19.14	163.24	27.72	21.79	117.35	31.59	1.24	120.26
Approach Delay [s/veh]	13.93			24.57			19.55			21.54	
Approach LOS	B			C			C			C	
Intersection Delay [s/veh]	20.73										
Intersection LOS	C										

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

Control Type:	Signalized	Delay (sec / veh):	35.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	47	688	63	65	901	71	45	202	76	40	87	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	125	455	9	10	415	131	227	127	122	7	191	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	20	0	0	52	0	0	51	0	0	11
Total Hourly Volume [veh/h]	176	1205	58	81	1397	156	276	347	154	51	286	31
Peak Hour Factor	0.9427	0.9427	0.9427	0.9056	0.9056	0.9056	0.9714	0.9714	0.9714	0.8451	0.8451	0.8451
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	320	15	22	386	43	71	89	40	15	85	9
Total Analysis Volume [veh/h]	187	1278	62	89	1543	172	284	357	159	60	338	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	33	0	11	32	0	24	37	0	13	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	40	0	12	33	0	23	30	0	28	35	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	58	58	7	52	52	19	24	24	5	10	10
g / C, Green / Cycle	0.12	0.53	0.53	0.06	0.47	0.47	0.17	0.22	0.22	0.04	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.10	0.35	0.04	0.05	0.43	0.11	0.16	0.10	0.10	0.03	0.07	0.02
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	217	1908	852	113	1700	759	312	796	355	81	478	149
d1, Uniform Delay [s]	47.51	18.99	12.77	50.85	26.95	17.30	44.70	37.11	37.10	51.93	48.47	46.37
k, delay calibration	0.24	0.50	0.50	0.11	0.50	0.50	0.24	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.01	1.89	0.17	11.43	8.62	0.69	18.97	0.40	0.88	12.64	1.93	0.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.67	0.07	0.79	0.91	0.23	0.91	0.45	0.45	0.74	0.71	0.25
d, Delay for Lane Group [s/veh]	66.52	20.88	12.94	62.28	35.57	17.99	63.67	37.51	37.99	64.57	50.40	47.22
Lane Group LOS	E	C	B	E	D	B	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.01	11.22	0.74	2.71	19.00	2.57	9.04	4.10	3.70	1.89	3.03	0.96
50th-Percentile Queue Length [ft/ln]	150.28	280.54	18.47	67.66	474.91	64.33	225.97	102.58	92.55	47.22	75.72	24.00
95th-Percentile Queue Length [veh/ln]	10.03	16.72	1.33	4.87	26.14	4.63	13.97	7.39	6.66	3.40	5.45	1.73
95th-Percentile Queue Length [ft/ln]	250.80	417.88	33.25	121.79	653.61	115.80	349.23	184.64	166.59	84.99	136.29	43.21

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.52	20.88	12.94	62.28	35.57	17.99	63.67	37.51	37.99	64.57	50.40	47.22
Movement LOS	E	C	B	E	D	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	26.15			35.21			46.89			52.09		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	35.83											
Intersection LOS	D											
Intersection V/C	0.752											

Emissions

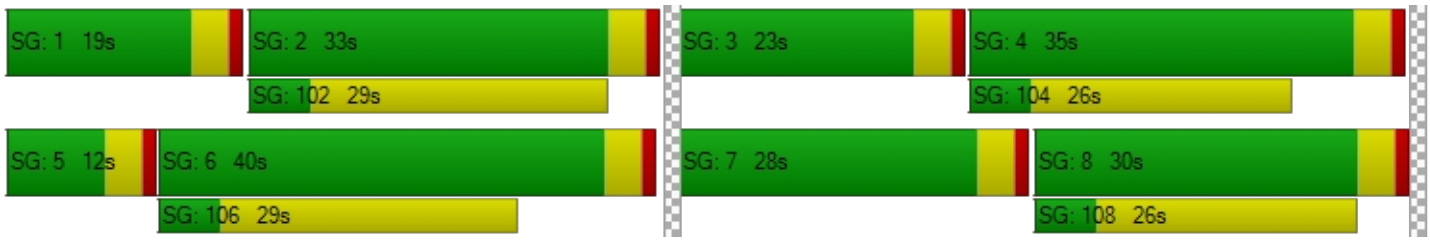
Vehicle Miles Traveled [mph]	12.18	83.26	4.04	7.05	122.21	13.62	30.95	38.90	17.33	30.23	170.30	18.64
Stops [stops/h]	196.73	734.50	24.18	88.58	1243.40	84.22	295.81	268.57	121.16	61.81	297.37	31.42
Fuel consumption [US gal/h]	5.39	17.42	0.60	2.47	30.82	2.14	7.69	6.76	3.04	2.48	12.49	1.33
CO [g/h]	377.09	1217.43	42.10	172.71	2154.07	149.85	537.80	472.29	212.49	173.24	872.91	93.11
NOx [g/h]	73.37	236.87	8.19	33.60	419.10	29.16	104.64	91.89	41.34	33.71	169.84	18.12
VOC [g/h]	87.39	282.15	9.76	40.03	499.23	34.73	124.64	109.46	49.25	40.15	202.31	21.58

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.311	3.383	2.975	2.802
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	527	473	564
d_b, Bicycle Delay [s]	24.89	29.82	32.07	28.37
l_b,int, Bicycle LOS Score for Intersection	2.836	3.091	2.262	1.805
Bicycle LOS	C	C	B	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	24.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

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

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	37	16	8	3	10	12	10	330	47	9	213	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	135	0	52	0	0	0	0	573	124	42	588	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	61	0	0	13	0	0	175	0	0	11
Total Hourly Volume [veh/h]	175	17	0	3	11	0	11	933	0	52	820	0
Peak Hour Factor	0.7625	0.7625	0.7625	0.6125	0.6125	0.6125	0.9369	0.9369	0.9369	0.7804	0.7804	0.7804
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	6	0	1	4	0	3	249	0	17	263	0
Total Analysis Volume [veh/h]	230	22	0	5	18	0	12	996	0	67	1051	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	5	23	0	5	23	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	25	0	0	25	0	0	8	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	34	0	0	34	0	9	27	0	9	27	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	38	38	1	16	16	4	18	18
g / C, Green / Cycle	0.55	0.55	0.02	0.23	0.23	0.05	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.16	0.01	0.01	0.18	0.18	0.04	0.19	0.19
s, saturation flow rate [veh/h]	1537	1795	1810	3618	1900	1810	3618	1900
c, Capacity [veh/h]	941	1046	30	825	433	95	955	501
d1, Uniform Delay [s]	8.30	7.24	34.07	25.46	25.46	32.62	23.43	23.43
k, delay calibration	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.70	0.04	8.31	1.76	3.30	9.08	1.05	1.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.02	0.40	0.79	0.79	0.70	0.72	0.72
d, Delay for Lane Group [s/veh]	9.00	7.28	42.38	27.22	28.76	41.70	24.47	25.41
Lane Group LOS	A	A	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.90	0.14	0.26	4.86	5.29	1.29	4.81	5.18
50th-Percentile Queue Length [ft/ln]	47.51	3.58	6.51	121.44	132.19	32.25	120.24	129.55
95th-Percentile Queue Length [veh/ln]	3.42	0.26	0.47	8.47	9.06	2.32	8.41	8.92
95th-Percentile Queue Length [ft/ln]	85.52	6.44	11.72	211.80	226.47	58.05	210.16	222.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.00	9.00	9.00	7.28	7.28	7.28	42.38	27.75	28.76	41.70	24.79	25.41
Movement LOS	A	A	A	A	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	9.00			7.28			27.93			25.81		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	24.75											
Intersection LOS	C											
Intersection V/C	0.382											

Emissions

Vehicle Miles Traveled [mph]	70.23	2.57	2.98	162.00	85.09	9.44	97.08	50.99
Stops [stops/h]	97.74	7.36	13.39	499.64	271.94	66.34	494.71	266.51
Fuel consumption [US gal/h]	3.89	0.19	0.34	14.33	7.73	1.56	11.77	6.32
CO [g/h]	272.10	13.10	23.88	1001.58	540.09	108.93	822.67	441.46
NOx [g/h]	52.94	2.55	4.65	194.87	105.08	21.19	160.06	85.89
VOC [g/h]	63.06	3.04	5.54	232.13	125.17	25.25	190.66	102.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.070	1.768	3.619	3.012
Crosswalk LOS	B	A	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	857	857	657	657
d_b, Bicycle Delay [s]	11.43	11.43	15.78	15.78
l_b,int, Bicycle LOS Score for Intersection	2.076	1.619	2.210	2.181
Bicycle LOS	B	A	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	38.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	32	60	12	30	149	180	80	331	53	8	238	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	7	0	19	6	233	39	678	65	0	704	19
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	107	0	0	31	0	0	8
Total Hourly Volume [veh/h]	57	72	10	52	168	322	126	1039	92	9	963	24
Peak Hour Factor	0.8771	0.8771	0.8771	0.8074	0.8074	0.8074	0.8657	0.8657	0.8657	0.8526	0.8526	0.8526
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	21	3	16	52	100	36	300	27	3	282	7
Total Analysis Volume [veh/h]	65	82	11	64	208	399	146	1200	106	11	1129	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	42	0	17	54	0	11	40	40	5	34	34
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	37	0	9	36	0	19	43	43	11	35	35
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	5	36	36	5	36	10	42	51	1	34	42
g / C, Green / Cycle	0.05	0.36	0.36	0.05	0.36	0.10	0.42	0.51	0.01	0.34	0.42
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.01	0.04	0.36	0.08	0.33	0.07	0.01	0.31	0.02
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1703	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	85	681	579	83	608	179	1526	821	25	1218	682
d1, Uniform Delay [s]	47.13	21.51	20.72	47.20	32.09	44.15	25.01	12.92	48.90	31.97	16.97
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.11	0.11	0.36	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.49	0.36	0.06	14.06	35.91	8.64	0.93	0.23	11.17	3.63	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.12	0.02	0.77	1.00	0.81	0.79	0.13	0.43	0.93	0.04
d, Delay for Lane Group [s/veh]	60.62	21.87	20.78	61.26	68.00	52.79	25.94	13.16	60.07	35.59	16.99
Lane Group LOS	E	C	C	E	E	D	C	B	E	D	B
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.91	1.35	0.18	1.85	19.55	3.84	11.40	1.20	0.34	12.80	0.36
50th-Percentile Queue Length [ft/ln]	47.70	33.72	4.38	46.14	488.65	96.00	285.04	29.90	8.57	319.91	8.99
95th-Percentile Queue Length [veh/ln]	3.43	2.43	0.32	3.32	26.80	6.91	16.94	2.15	0.62	18.66	0.65
95th-Percentile Queue Length [ft/ln]	85.86	60.70	7.88	83.05	669.92	172.79	423.48	53.82	15.42	466.58	16.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	60.62	21.87	20.78	61.26	68.00	68.00	52.79	25.94	13.16	60.07	35.59	16.99
Movement LOS	E	C	C	E	E	E	D	C	B	E	D	B
d_A, Approach Delay [s/veh]	37.74			67.36			27.71			35.38		
Approach LOS	D			E			C			D		
d_I, Intersection Delay [s/veh]	38.48											
Intersection LOS	D											
Intersection V/C	0.785											

Emissions

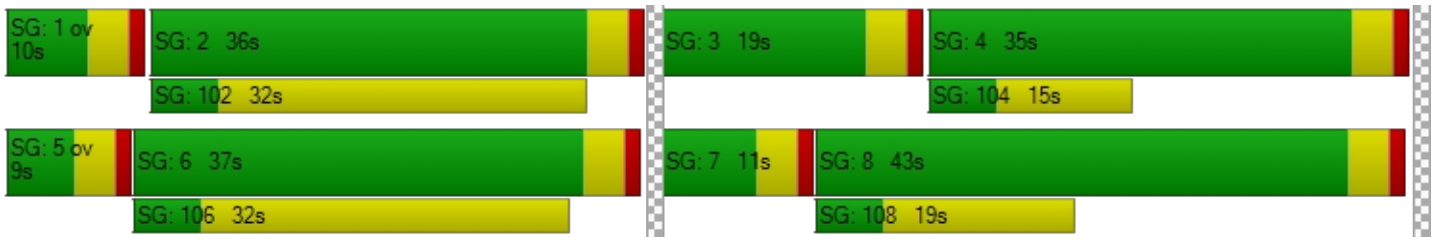
Vehicle Miles Traveled [mph]	16.38	20.66	2.77	32.14	304.82	13.40	110.17	9.73	2.73	280.08	6.95
Stops [stops/h]	68.69	48.56	6.31	66.44	703.66	138.23	820.92	43.05	12.34	921.35	12.95
Fuel consumption [US gal/h]	1.86	1.48	0.20	2.73	27.60	3.75	20.32	1.15	0.38	29.23	0.50
CO [g/h]	129.69	103.71	13.66	190.52	1929.00	261.89	1420.24	80.57	26.66	2043.44	34.67
NOx [g/h]	25.23	20.18	2.66	37.07	375.31	50.95	276.33	15.68	5.19	397.58	6.74
VOC [g/h]	30.06	24.04	3.17	44.15	447.06	60.69	329.15	18.67	6.18	473.59	8.03

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.268	2.607	3.279	3.125
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	640	780	620
d_b, Bicycle Delay [s]	22.45	23.12	18.61	23.81
l_b,int, Bicycle LOS Score for Intersection	1.825	2.843	2.783	2.530
Bicycle LOS	A	C	C	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	23.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

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

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	127	31	8	16	68	129	32	445	215	8	436	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	136	0	0	0	0	0	0	801	109	0	983	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	35	0	0	86	0	0	1
Total Hourly Volume [veh/h]	274	34	7	17	74	106	35	1286	257	9	1458	4
Peak Hour Factor	0.9167	0.9167	0.9167	0.7870	0.7870	0.7870	0.8687	0.8687	0.8687	0.9239	0.9239	0.9239
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	9	2	5	24	34	10	370	74	2	395	1
Total Analysis Volume [veh/h]	299	37	8	22	94	135	40	1480	296	10	1578	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	5	37	0	5	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	9	38	0	12	41	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	3	40	40	1	38	38
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.04	0.49	0.49	0.01	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.26	0.02	0.02	0.13	0.02	0.41	0.18	0.01	0.44	0.00
s, saturation flow rate [veh/h]	1170	1842	1383	1721	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	343	630	506	589	67	1788	798	25	1703	760
d1, Uniform Delay [s]	32.67	17.75	19.88	19.98	37.92	17.32	12.53	39.12	19.87	11.23
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	24.84	0.22	0.16	1.93	8.10	1.03	0.29	9.99	2.67	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.07	0.04	0.39	0.59	0.83	0.37	0.40	0.93	0.01
d, Delay for Lane Group [s/veh]	57.50	17.97	20.05	21.91	46.01	18.35	12.82	49.11	22.54	11.23
Lane Group LOS	E	B	C	C	D	B	B	D	C	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.01	0.56	0.30	3.30	0.88	9.85	2.84	0.25	12.09	0.03
50th-Percentile Queue Length [ft/ln]	200.35	13.98	7.39	82.44	22.02	246.15	70.97	6.35	302.22	0.84
95th-Percentile Queue Length [veh/ln]	12.66	1.01	0.53	5.94	1.59	14.99	5.11	0.46	17.79	0.06
95th-Percentile Queue Length [ft/ln]	316.42	25.16	13.30	148.40	39.64	374.80	127.75	11.43	444.77	1.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.50	17.97	17.97	20.05	21.91	21.91	46.01	18.35	12.82	49.11	22.54	11.23
Movement LOS	E	B	B	C	C	C	D	B	B	D	C	B
d_A, Approach Delay [s/veh]	52.33			21.75			18.06			22.68		
Approach LOS	D			C			B			C		
d_I, Intersection Delay [s/veh]	23.07											
Intersection LOS	C											
Intersection V/C	0.714											

Emissions

Vehicle Miles Traveled [mph]	101.57	15.29	5.32	55.35	4.68	173.32	34.66	0.82	129.32	0.33
Stops [stops/h]	360.63	25.16	13.30	148.40	39.64	886.13	127.75	11.43	1087.98	1.50
Fuel consumption [US gal/h]	10.68	0.96	0.41	4.46	1.03	22.49	3.55	0.27	25.20	0.04
CO [g/h]	746.50	67.05	28.72	311.85	71.86	1571.84	248.06	18.89	1761.32	2.73
NOx [g/h]	145.24	13.05	5.59	60.67	13.98	305.82	48.26	3.67	342.69	0.53
VOC [g/h]	173.01	15.54	6.66	72.27	16.65	364.29	57.49	4.38	408.20	0.63

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.400	2.145	3.959	3.238
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	850	925
d_b, Bicycle Delay [s]	18.23	18.23	13.23	11.56
l_b,int, Bicycle LOS Score for Intersection	2.131	2.032	3.129	2.874
Bicycle LOS	B	B	C	C

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	635.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	34	3	170	0	0	0	46	522	0	0	421	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0000	1.0000	1.0000	1.0900	1.0900	1.0000	1.0000	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	70	0	330	0	0	0	107	580	0	0	523	596
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	129	0	0	0	0	0	0	0	0	219
Total Hourly Volume [veh/h]	107	3	386	0	0	0	157	1149	0	0	982	657
Peak Hour Factor	0.8655	0.8655	0.8655	1.0000	1.0000	1.0000	0.9008	0.9008	1.0000	1.0000	0.8591	0.8591
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	1	111	0	0	0	44	319	0	0	286	191
Total Analysis Volume [veh/h]	124	3	446	0	0	0	174	1276	0	0	1143	765
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	0	0	5	52	0	0	43	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	9	46	0	0	37	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	12		5	40	31	31
g / C, Green / Cycle	0.20	0.20	0.20		0.08	0.67	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.05		0.05	0.35	0.32	0.47
s, saturation flow rate [veh/h]	1810	1814	8500		3514	3618	3618	1615
c, Capacity [veh/h]	363	364	1704		279	2410	1882	840
d1, Uniform Delay [s]	19.87	19.87	20.24		26.75	5.17	10.10	13.12
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.21
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.05	1.05	0.37		2.29	0.18	0.32	7.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.17	0.26		0.62	0.53	0.61	0.91
d, Delay for Lane Group [s/veh]	20.92	20.92	20.61		29.04	5.35	10.42	20.86
Lane Group LOS	C	C	C		C	A	B	C
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.79	0.79	5.09		1.17	2.04	4.36	9.24
50th-Percentile Queue Length [ft/ln]	19.79	19.82	127.20		29.18	50.96	108.93	231.00
95th-Percentile Queue Length [veh/ln]	1.42	1.43	8.79		2.10	3.67	7.78	14.23
95th-Percentile Queue Length [ft/ln]	35.62	35.68	219.68		52.52	91.72	194.52	355.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.92	20.92	20.61	0.00	0.00	0.00	29.04	5.35	0.00	0.00	10.42	20.86
Movement LOS	C	C	C				C	A			B	C
d_A, Approach Delay [s/veh]	20.68			0.00			8.19			14.60		
Approach LOS	C			A			A			B		
d_I, Intersection Delay [s/veh]	13.12											
Intersection LOS	B											
Intersection V/C	0.576											

Emissions

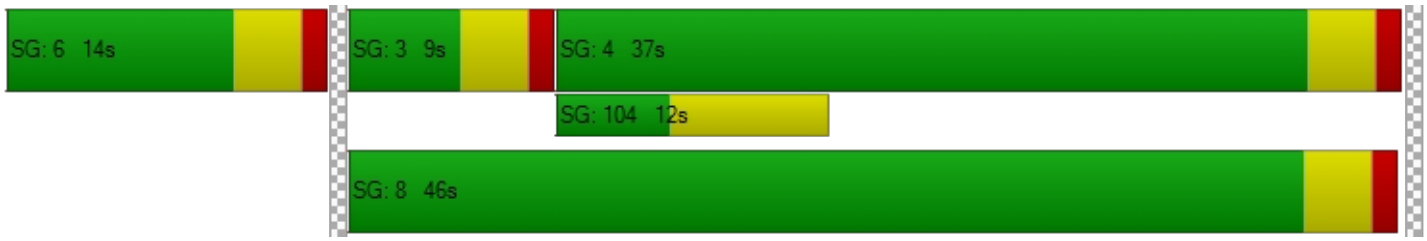
Vehicle Miles Traveled [mph]	9.50	9.52	66.77		25.01	183.40	133.85	89.59
Stops [stops/h]	47.49	47.58	305.28		140.06	244.60	522.88	554.40
Fuel consumption [US gal/h]	0.92	0.93	6.31		3.63	10.72	10.82	10.00
CO [g/h]	64.54	64.68	440.81		253.53	749.06	756.48	698.87
NOx [g/h]	12.56	12.58	85.77		49.33	145.74	147.18	135.97
VOC [g/h]	14.96	14.99	102.16		58.76	173.60	175.32	161.97

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.298	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0	1400	1100
d_b, Bicycle Delay [s]	20.83	30.00	2.70	6.08
l_b,int, Bicycle LOS Score for Intersection	2.718	4.132	2.756	3.314
Bicycle LOS	B	D	C	C

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	23.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

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

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	343	1	34	0	228	87	292	160	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	18	465	0	70	0	204	107	452	140	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	18	0	0	27	0	0	51	0	0	0
Total Hourly Volume [veh/h]	0	0	18	839	1	80	0	453	151	770	314	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9087	0.9087	0.9087	1.0000	0.9128	0.9128	0.8958	0.8958	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	231	0	22	0	124	41	215	88	0
Total Analysis Volume [veh/h]	0	0	18	923	1	88	0	496	165	860	351	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	16	0	0	10	0	22	36	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	28	0	0	15	0	17	32	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		19	19	19	11	11	18	33
g / C, Green / Cycle		0.31	0.31	0.31	0.19	0.19	0.30	0.56
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.05	0.14	0.10	0.24	0.10
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	3618
c, Capacity [veh/h]		562	562	502	677	302	1061	2011
d1, Uniform Delay [s]		19.14	19.14	15.08	22.97	22.07	19.35	6.55
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		12.74	12.73	0.76	1.55	1.53	1.54	0.04
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.82	0.82	0.18	0.73	0.55	0.81	0.17
d, Delay for Lane Group [s/veh]		31.88	31.87	15.84	24.52	23.60	20.89	6.59
Lane Group LOS		C	C	B	C	C	C	A
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		7.06	7.06	0.87	3.01	1.96	4.81	0.75
50th-Percentile Queue Length [ft/ln]		176.48	176.45	21.67	75.35	49.07	120.20	18.82
95th-Percentile Queue Length [veh/ln]		11.42	11.42	1.56	5.43	3.53	8.40	1.35
95th-Percentile Queue Length [ft/ln]		285.41	285.38	39.00	135.63	88.33	210.10	33.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	31.87	31.87	15.84	0.00	24.52	23.60	20.89	6.59	0.00
Movement LOS				C	C	B		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			30.48			24.29			16.74		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	23.29											
Intersection LOS	C											
Intersection V/C	0.637											

Emissions

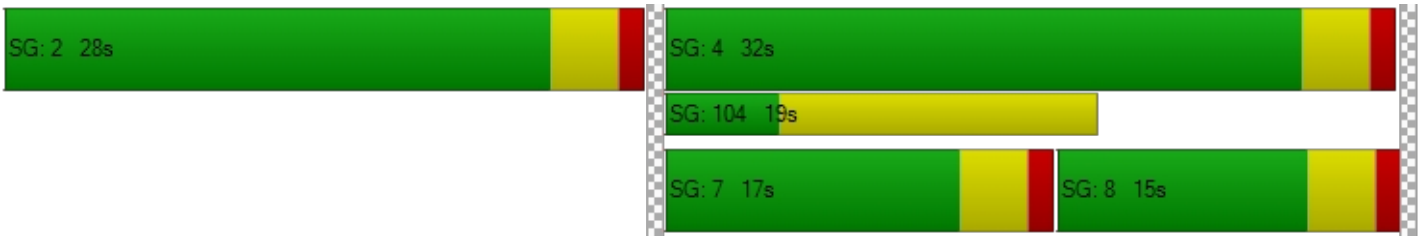
Vehicle Miles Traveled [mph]		30.97	30.97	5.90	56.47	18.78	123.61	50.45
Stops [stops/h]		423.54	423.48	52.00	361.69	117.77	576.94	90.32
Fuel consumption [US gal/h]		8.27	8.27	1.01	8.91	2.90	15.07	3.32
CO [g/h]		577.88	577.79	70.31	622.61	202.76	1053.11	232.29
NOx [g/h]		112.44	112.42	13.68	121.14	39.45	204.90	45.20
VOC [g/h]		133.93	133.91	16.29	144.30	46.99	244.07	53.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0		0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68		0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.410		0.000	0.000
Crosswalk LOS	F	B		F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000		2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	800		367	933
d_b, Bicycle Delay [s]	30.00	10.80		20.01	8.53
l_b,int, Bicycle LOS Score for Intersection	4.132	3.274		2.147	2.559
Bicycle LOS	D	C		B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	30.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.385

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	70	162	30	50	277	34	51	352	105	64	327	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	69	9	0	3	25	6	6	22	24	0	21	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	8	0	0	11	0	0	35	0	0	9
Total Hourly Volume [veh/h]	145	186	25	58	327	32	62	406	103	70	377	28
Peak Hour Factor	0.7846	0.7846	0.7846	0.8624	0.8624	0.8624	0.8872	0.8872	0.8872	0.8643	0.8643	0.8643
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	59	8	17	95	9	17	114	29	20	109	8
Total Analysis Volume [veh/h]	185	237	32	67	379	37	70	458	116	81	436	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	31	0	6	26	0	5	22	0	5	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	31	0	12	30	0	11	27	0	10	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	43	43	4	37	37	4	13	13	5	13	13
g / C, Green / Cycle	0.11	0.53	0.53	0.05	0.47	0.47	0.05	0.16	0.16	0.06	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.10	0.07	0.07	0.04	0.11	0.11	0.04	0.13	0.07	0.04	0.12	0.02
s, saturation flow rate [veh/h]	1810	1900	1822	1810	1900	1842	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	204	1010	968	89	889	862	91	584	261	105	611	273
d1, Uniform Delay [s]	35.09	9.46	9.47	37.55	12.72	12.74	37.51	32.21	30.31	37.16	31.42	28.19
k, delay calibration	0.21	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.46	0.28	0.29	11.99	0.63	0.65	12.43	2.37	1.19	11.30	1.57	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.14	0.14	0.75	0.24	0.24	0.77	0.78	0.45	0.77	0.71	0.12
d, Delay for Lane Group [s/veh]	58.55	9.74	9.76	49.54	13.35	13.39	49.94	34.58	31.50	48.46	32.99	28.38
Lane Group LOS	E	A	A	D	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.66	1.08	1.05	1.52	2.11	2.06	1.59	4.15	1.97	1.80	3.83	0.50
50th-Percentile Queue Length [ft/ln]	116.40	27.05	26.36	37.98	52.63	51.58	39.82	103.65	49.28	45.06	95.74	12.53
95th-Percentile Queue Length [veh/ln]	8.19	1.95	1.90	2.73	3.79	3.71	2.87	7.46	3.55	3.24	6.89	0.90
95th-Percentile Queue Length [ft/ln]	204.87	48.70	47.45	68.36	94.73	92.85	71.68	186.58	88.70	81.11	172.32	22.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.55	9.75	9.76	49.54	13.37	13.39	49.94	34.58	31.50	48.46	32.99	28.38
Movement LOS	E	A	A	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	29.64			18.39			35.69			35.00		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	30.30											
Intersection LOS	C											
Intersection V/C	0.385											

Emissions

Vehicle Miles Traveled [mph]	92.70	68.41	66.39	33.54	105.34	102.90	35.43	231.80	58.71	13.47	72.49	5.32
Stops [stops/h]	209.52	48.70	47.45	68.36	94.73	92.85	71.68	373.15	88.70	81.11	344.65	22.55
Fuel consumption [US gal/h]	7.99	3.22	3.13	2.67	5.36	5.24	2.82	15.81	3.86	2.27	9.70	0.65
CO [g/h]	558.30	225.16	218.70	186.98	374.68	366.39	196.91	1104.97	269.73	158.59	677.82	45.27
NOx [g/h]	108.62	43.81	42.55	36.38	72.90	71.29	38.31	214.99	52.48	30.86	131.88	8.81
VOC [g/h]	129.39	52.18	50.69	43.33	86.84	84.91	45.63	256.09	62.51	36.75	157.09	10.49

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.621	2.557	2.827	2.735
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	675	650	575	550
d_b, Bicycle Delay [s]	17.56	18.23	20.31	21.03
l_b,int, Bicycle LOS Score for Intersection	1.941	1.967	2.120	2.020
Bicycle LOS	A	A	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	57.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.847

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	155	644	137	192	794	31	23	264	190	131	230	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	126	467	0	0	474	64	104	52	84	62	34	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	25	0	0	73	0	0	26
Total Hourly Volume [veh/h]	295	1169	103	209	1339	73	129	340	218	205	285	79
Peak Hour Factor	0.9266	0.9266	0.9266	0.9141	0.9141	0.9141	0.9141	0.9141	0.9141	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	315	28	57	366	20	35	93	60	54	75	21
Total Analysis Volume [veh/h]	318	1262	111	229	1465	80	141	372	238	215	298	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	47	0	16	50	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	30	0	16	32	0	14	30	0	14	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	36	36	12	38	38	9	16	16	10	17	17
g / C, Green / Cycle	0.11	0.40	0.40	0.13	0.42	0.42	0.10	0.18	0.18	0.11	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.18	0.24	0.07	0.13	0.40	0.05	0.08	0.10	0.15	0.12	0.08	0.05
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	201	2064	644	241	1523	680	174	647	289	201	701	313
d1, Uniform Delay [s]	40.00	21.50	17.46	38.70	25.34	15.87	39.85	33.82	35.58	40.00	31.88	30.84
k, delay calibration	0.50	0.50	0.50	0.21	0.50	0.50	0.17	0.11	0.11	0.41	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	284.16	1.36	0.58	27.06	15.58	0.35	13.20	0.81	5.86	77.38	0.41	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.58	0.61	0.17	0.95	0.96	0.12	0.81	0.57	0.82	1.07	0.43	0.27
d, Delay for Lane Group [s/veh]	324.16	22.87	18.04	65.76	40.93	16.22	53.05	34.62	41.44	117.38	32.29	31.29
Lane Group LOS	F	C	B	E	D	B	D	C	D	F	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	20.09	6.63	1.47	6.56	16.70	0.98	3.55	3.59	5.21	8.70	2.85	1.55
50th-Percentile Queue Length [ft/ln]	502.25	165.65	36.70	163.99	417.48	24.57	88.73	89.84	130.26	217.39	71.18	38.79
95th-Percentile Queue Length [veh/ln]	31.96	10.85	2.64	10.76	23.40	1.77	6.39	6.47	8.95	13.90	5.13	2.79
95th-Percentile Queue Length [ft/ln]	799.01	271.19	66.05	269.00	585.03	44.23	159.71	161.71	223.85	347.50	128.13	69.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	324.16	22.87	18.04	65.76	40.93	16.22	53.05	34.62	41.44	117.38	32.29	31.29
Movement LOS	F	C	B	E	D	B	D	C	D	F	C	C
d_A, Approach Delay [s/veh]	79.21			43.02			40.24			62.85		
Approach LOS	E			D			D			E		
d_I, Intersection Delay [s/veh]	57.76											
Intersection LOS	E											
Intersection V/C	0.847											

Emissions

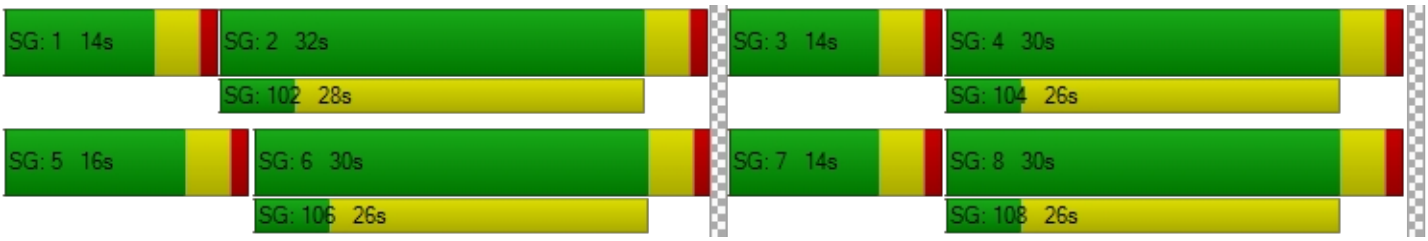
Vehicle Miles Traveled [mph]	17.02	67.55	5.94	100.90	645.51	35.25	13.61	35.91	22.98	108.82	150.82	42.01
Stops [stops/h]	803.61	795.11	58.71	262.39	1335.95	39.32	141.96	287.48	208.42	347.82	227.79	62.07
Fuel consumption [US gal/h]	31.55	18.07	1.34	9.79	50.94	1.96	3.75	7.43	5.39	11.54	9.43	2.60
CO [g/h]	2205.21	1263.37	93.75	683.99	3560.60	137.09	262.39	519.11	376.47	806.36	658.85	181.79
NOx [g/h]	429.05	245.80	18.24	133.08	692.76	26.67	51.05	101.00	73.25	156.89	128.19	35.37
VOC [g/h]	511.08	292.80	21.73	158.52	825.20	31.77	60.81	120.31	87.25	186.88	152.70	42.13

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.455	3.323	2.935	2.714
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	622	578	578
d_b, Bicycle Delay [s]	22.76	21.36	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.508	3.044	2.239	2.073
Bicycle LOS	B	C	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.237

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	26	0	17	20	339	0	0	231	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	89	0	62	82	22	27	65	0	0	26	72
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	89	0	90	82	41	49	435	0	0	278	87
Peak Hour Factor	1.0000	1.0000	1.0000	0.8077	1.0000	0.8077	0.8800	0.8800	0.8800	0.8277	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	22	0	28	21	13	14	124	0	0	84	26
Total Analysis Volume [veh/h]	0	89	0	111	82	51	56	494	0	0	336	105
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	10	0	28	33	0	5	10	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	3	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	14	0	32	37	0	9	14	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	10	10	3	38	38	0	35	35
g / C, Green / Cycle	0.17	0.17	0.17	0.17	0.05	0.63	0.63	0.00	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.00	0.05	0.08	0.07	0.03	0.14	0.00	0.00	0.12	0.12
s, saturation flow rate [veh/h]	1328	1976	1329	1780	1810	3618	1615	1810	1900	1749
c, Capacity [veh/h]	208	329	245	297	97	2289	1022	1	1101	1013
d1, Uniform Delay [s]	0.00	21.82	26.87	22.52	27.72	4.69	0.00	0.00	6.02	6.04
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.44	1.31	1.06	5.26	0.22	0.00	0.00	0.42	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.27	0.45	0.45	0.58	0.22	0.00	0.00	0.21	0.21
d, Delay for Lane Group [s/veh]	0.00	22.25	28.18	23.58	32.98	4.90	0.00	0.00	6.45	6.52
Lane Group LOS	A	C	C	C	C	A	A	A	A	A
Critical Lane Group	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	1.07	1.57	1.67	0.85	0.80	0.00	0.00	1.01	0.97
50th-Percentile Queue Length [ft/ln]	0.00	26.64	39.21	41.73	21.23	19.97	0.00	0.00	25.26	24.17
95th-Percentile Queue Length [veh/ln]	0.00	1.92	2.82	3.00	1.53	1.44	0.00	0.00	1.82	1.74
95th-Percentile Queue Length [ft/ln]	0.00	47.95	70.59	75.12	38.21	35.94	0.00	0.00	45.46	43.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	22.25	22.25	28.18	23.58	23.58	32.98	4.90	0.00	0.00	6.47	6.52
Movement LOS	A	C	C	C	C	C	C	A	A	A	A	A
d_A, Approach Delay [s/veh]	22.25			25.67			7.76			6.48		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	11.61											
Intersection LOS	B											
Intersection V/C	0.237											

Emissions

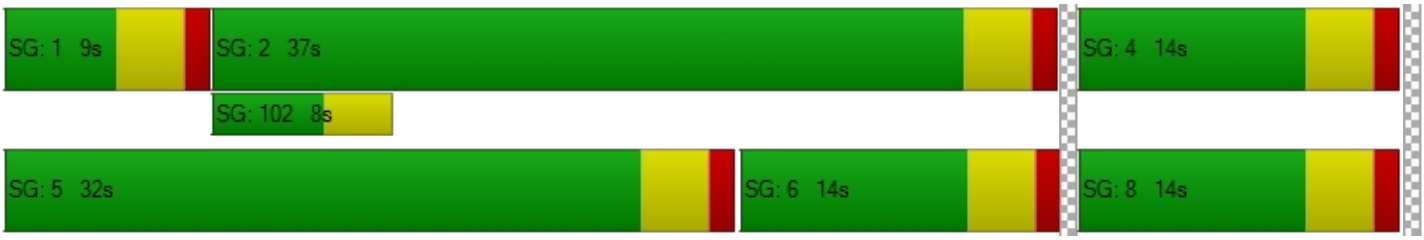
Vehicle Miles Traveled [mph]	0.00	7.12	25.16	30.15	3.92	34.61	0.00	0.00	13.53	12.75
Stops [stops/h]	0.00	63.93	94.12	100.16	50.95	95.84	0.00	0.00	60.62	58.00
Fuel consumption [US gal/h]	0.00	1.05	2.19	2.43	1.14	2.87	0.00	0.00	1.52	1.44
CO [g/h]	0.00	73.36	153.24	170.04	79.95	200.68	0.00	0.00	105.92	100.81
NOx [g/h]	0.00	14.27	29.82	33.08	15.55	39.04	0.00	0.00	20.61	19.61
VOC [g/h]	0.00	17.00	35.52	39.41	18.53	46.51	0.00	0.00	24.55	23.36

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	1.976	0.000	0.000	0.000
Crosswalk LOS	A	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	333	1100	333
d_b, Bicycle Delay [s]	20.83	20.83	6.08	20.83
l_b,int, Bicycle LOS Score for Intersection	1.706	1.962	2.013	1.923
Bicycle LOS	A	A	B	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

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

Volumes

Name	Indian Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	138	0	1	172	79	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	71	0	7	72	8	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	23
Total Hourly Volume [veh/h]	221	0	8	259	94	70
Peak Hour Factor	0.7801	0.7801	0.8788	0.8788	0.8652	0.8652
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	0	2	74	27	20
Total Analysis Volume [veh/h]	283	0	9	295	109	81
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	28	0	5	24	15	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	32	0	9	28	19	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	1	40	36	36
g / C, Green / Cycle	0.19	0.19	0.01	0.67	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.16	0.00	0.00	0.08	0.03	0.05
s, saturation flow rate [veh/h]	1810	1615	1810	3618	3618	1615
c, Capacity [veh/h]	349	311	23	2438	2151	960
d1, Uniform Delay [s]	23.18	0.00	29.39	3.47	5.08	5.19
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.57	0.00	10.43	0.10	0.04	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.00	0.39	0.12	0.05	0.08
d, Delay for Lane Group [s/veh]	27.75	0.00	39.82	3.57	5.13	5.36
Lane Group LOS	C	A	D	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.92	0.00	0.19	0.41	0.19	0.32
50th-Percentile Queue Length [ft/ln]	97.94	0.00	4.69	10.13	4.78	7.91
95th-Percentile Queue Length [veh/ln]	7.05	0.00	0.34	0.73	0.34	0.57
95th-Percentile Queue Length [ft/ln]	176.29	0.00	8.44	18.23	8.61	14.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.75	0.00	39.82	3.57	5.13	5.36
Movement LOS	C	A	D	A	A	A
d_A, Approach Delay [s/veh]	27.75		4.64		5.23	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	13.20					
Intersection LOS	B					
Intersection V/C	0.238					

Emissions

Vehicle Miles Traveled [mph]	71.05	0.00	0.69	22.69	11.04	8.21
Stops [stops/h]	235.05	0.00	11.25	48.62	22.97	18.97
Fuel consumption [US gal/h]	6.07	0.00	0.18	1.45	0.78	0.61
CO [g/h]	424.60	0.00	12.86	101.01	54.37	42.33
NOx [g/h]	82.61	0.00	2.50	19.65	10.58	8.24
VOC [g/h]	98.41	0.00	2.98	23.41	12.60	9.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.071	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	933	800	500
d_b, Bicycle Delay [s]	8.53	10.80	16.88
l_b,int, Bicycle LOS Score for Intersection	1.560	1.810	1.735
Bicycle LOS	A	A	A

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.270

Intersection Setup

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

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	90	2	170	118	4	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	126	30	41	67	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	8	0	0	0	23
Total Hourly Volume [veh/h]	224	24	226	196	4	70
Peak Hour Factor	0.8214	0.8214	0.8944	0.8944	0.7950	0.7950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	7	63	55	1	22
Total Analysis Volume [veh/h]	273	29	253	219	5	88
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	10	0	19	33	19	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	17	0	27	44	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	29	29	29	29	29	29
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	6	19	3	3
g / C, Green / Cycle	0.31	0.31	0.19	0.64	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.08	0.02	0.14	0.06	0.00	0.05
s, saturation flow rate [veh/h]	3618	1615	1810	3618	1810	1615
c, Capacity [veh/h]	1126	503	345	2306	167	149
d1, Uniform Delay [s]	7.59	7.14	11.25	2.07	12.22	12.89
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.11	0.05	3.01	0.02	0.07	3.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.06	0.73	0.09	0.03	0.59
d, Delay for Lane Group [s/veh]	7.70	7.19	14.26	2.09	12.29	16.60
Lane Group LOS	A	A	B	A	B	B
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.32	0.07	1.19	0.01	0.03	0.58
50th-Percentile Queue Length [ft/ln]	8.08	1.70	29.78	0.14	0.65	14.43
95th-Percentile Queue Length [veh/ln]	0.58	0.12	2.14	0.01	0.05	1.04
95th-Percentile Queue Length [ft/ln]	14.55	3.05	53.60	0.26	1.18	25.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.70	7.19	14.26	2.09	12.29	16.60
Movement LOS	A	A	B	A	B	B
d_A, Approach Delay [s/veh]	7.65		8.61		16.37	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	9.11					
Intersection LOS	A					
Intersection V/C	0.270					

Emissions

Vehicle Miles Traveled [mph]	39.31	4.18	46.62	40.35	0.34	6.02
Stops [stops/h]	78.96	8.28	145.46	1.38	3.20	70.51
Fuel consumption [US gal/h]	2.76	0.29	4.14	1.49	0.04	0.93
CO [g/h]	192.71	20.17	289.45	104.39	3.09	65.33
NOx [g/h]	37.49	3.92	56.32	20.31	0.60	12.71
VOC [g/h]	44.66	4.67	67.08	24.19	0.72	15.14

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	882	2714	1493
d_b, Bicycle Delay [s]	4.61	1.88	0.95
l_b,int, Bicycle LOS Score for Intersection	1.815	1.949	1.560
Bicycle LOS	A	A	A

Sequence

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

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

Control Type:	All-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

Intersection Setup

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

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	39	189	37	81	247	77	50	146	59	13	101	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	30	72	0	0	49	0	0	18	13	0	10	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	278	37	88	318	84	55	177	77	14	120	61
Peak Hour Factor	0.8588	0.8588	0.8588	0.8821	0.8821	0.8821	0.8231	0.8231	0.8231	0.8039	0.8039	0.8039
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	81	11	25	90	24	17	54	23	4	37	19
Total Analysis Volume [veh/h]	85	324	43	100	361	95	67	215	94	17	149	76
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	454	483	493	462	492	512	492	538	467	496	541
Degree of Utilization, x	0.19	0.38	0.37	0.22	0.46	0.45	0.14	0.58	0.04	0.30	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.68	1.76	1.70	0.81	2.41	2.26	0.47	3.61	0.11	1.25	0.49
95th-Percentile Queue Length [ft]	17.05	43.95	42.60	20.35	60.26	56.58	11.74	90.13	2.83	31.33	12.15
Approach Delay [s/veh]	14.09			15.15			16.85		12.07		
Approach LOS	B			C			C		B		
Intersection Delay [s/veh]	14.79										
Intersection LOS	B										

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

Control Type:	Signalized	Delay (sec / veh):	23.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	55	804	189	49	941	29	45	25	54	207	15	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	793	0	32	782	2	1	0	8	0	6	34
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	52	0	0	9	0	0	17	0	0	20
Total Hourly Volume [veh/h]	68	1669	154	85	1808	25	50	27	50	226	22	59
Peak Hour Factor	0.9319	0.9319	0.9319	0.8802	0.8802	0.8802	0.8576	0.8576	0.8576	0.8506	0.8506	0.8506
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	448	41	24	514	7	15	8	15	66	6	17
Total Analysis Volume [veh/h]	73	1791	165	97	2054	28	58	31	58	266	26	69
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	23	0	0	14	0	0	10	0	0	35	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	27	0	0	16	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	44	44	36	36	36	10	14	14	14
g / C, Green / Cycle	0.05	0.55	0.55	0.45	0.45	0.45	0.12	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.04	0.36	0.36	0.42	0.40	0.02	0.08	0.15	0.01	0.04
s, saturation flow rate [veh/h]	1810	3618	1819	228	5176	1615	1744	1810	1900	1615
c, Capacity [veh/h]	95	1994	1003	125	2321	724	210	323	339	288
d1, Uniform Delay [s]	37.41	12.57	12.62	37.78	20.17	12.38	33.80	31.64	27.37	28.20
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.00	1.67	3.34	36.51	5.40	0.10	4.20	5.26	0.10	0.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.65	0.66	0.78	0.88	0.04	0.70	0.82	0.08	0.24
d, Delay for Lane Group [s/veh]	49.41	14.24	15.96	74.28	25.57	12.48	38.01	36.91	27.46	28.62
Lane Group LOS	D	B	B	E	C	B	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.70	7.63	8.21	3.08	11.00	0.27	2.96	5.34	0.42	1.16
50th-Percentile Queue Length [ft/ln]	42.50	190.64	205.26	76.96	274.97	6.68	73.92	133.53	10.51	28.98
95th-Percentile Queue Length [veh/ln]	3.06	12.15	12.91	5.54	16.44	0.48	5.32	9.13	0.76	2.09
95th-Percentile Queue Length [ft/ln]	76.51	303.86	322.74	138.52	410.94	12.02	133.05	228.29	18.93	52.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.41	14.71	15.96	74.28	25.57	12.48	38.01	38.01	38.01	36.91	27.46	28.62
Movement LOS	D	B	B	E	C	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	16.06			27.57			38.01			34.64		
Approach LOS	B			C			D			C		
d_I, Intersection Delay [s/veh]	23.49											
Intersection LOS	C											
Intersection V/C	0.696											

Emissions

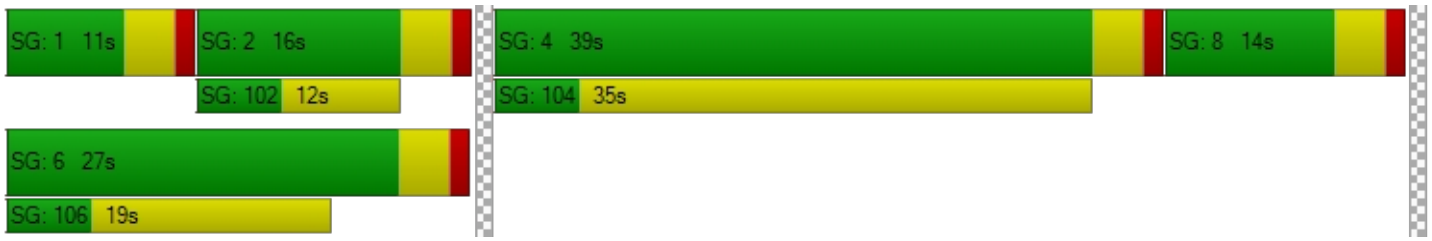
Vehicle Miles Traveled [mph]	36.43	648.11	328.08	9.39	198.74	2.71	11.72	134.38	13.14	34.86
Stops [stops/h]	76.51	686.30	369.47	138.52	1484.84	12.02	133.05	240.36	18.93	52.17
Fuel consumption [US gal/h]	2.66	34.24	17.68	3.51	35.96	0.31	2.17	8.96	0.81	2.17
CO [g/h]	185.69	2393.08	1236.00	245.36	2513.70	21.91	152.00	626.50	56.52	151.65
NOx [g/h]	36.13	465.61	240.48	47.74	489.07	4.26	29.57	121.89	11.00	29.51
VOC [g/h]	43.03	554.62	286.45	56.87	582.57	5.08	35.23	145.20	13.10	35.15

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.528	1.857	2.441
Crosswalk LOS	F	D	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	575	300	250	875
d_b, Bicycle Delay [s]	20.31	28.90	30.63	12.66
l_b,int, Bicycle LOS Score for Intersection	2.704	2.763	1.830	2.188
Bicycle LOS	B	C	A	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	32.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

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

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	36	105	148	41	53	58	45	554	14	158	543	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	8	8	0	19	20	135	6	8	130	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	42	0	0	21	0	0	5	0	0	13
Total Hourly Volume [veh/h]	45	114	127	53	58	61	69	739	16	180	722	39
Peak Hour Factor	0.8780	0.8780	0.8780	0.8608	0.8608	0.8608	0.8955	0.8955	0.8955	0.7629	0.7629	0.7629
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	32	36	15	17	18	19	206	4	59	237	13
Total Analysis Volume [veh/h]	51	130	145	62	67	71	77	825	18	236	946	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	11	28	0	11	26	0	15	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	22	0	19	32	0	18	25	0	24	31	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	33	4	34	34	5	23	23	14	32	32
g / C, Green / Cycle	0.04	0.37	0.05	0.37	0.37	0.06	0.26	0.26	0.15	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.03	0.16	0.03	0.04	0.04	0.04	0.23	0.01	0.13	0.26	0.03
s, saturation flow rate [veh/h]	1810	1738	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	73	639	84	710	603	103	925	413	276	1272	568
d1, Uniform Delay [s]	42.65	21.38	42.38	18.30	18.47	41.82	32.29	25.21	37.17	25.62	19.54
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.47	2.11	11.91	0.26	0.40	10.44	3.24	0.04	9.08	0.88	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.43	0.74	0.09	0.12	0.75	0.89	0.04	0.86	0.74	0.09
d, Delay for Lane Group [s/veh]	54.12	23.49	54.29	18.56	18.86	52.26	35.53	25.25	46.24	26.50	19.60
Lane Group LOS	D	C	D	B	B	D	D	C	D	C	B
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.35	4.66	1.64	0.95	1.03	1.87	8.21	0.27	5.36	7.95	0.65
50th-Percentile Queue Length [ft/ln]	33.80	116.62	40.97	23.87	25.80	46.80	205.17	6.76	133.91	198.80	16.29
95th-Percentile Queue Length [veh/ln]	2.43	8.21	2.95	1.72	1.86	3.37	12.90	0.49	9.15	12.58	1.17
95th-Percentile Queue Length [ft/ln]	60.84	205.17	73.75	42.96	46.44	84.24	322.62	12.16	228.80	314.41	29.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.12	23.49	23.49	54.29	18.56	18.86	52.26	35.53	25.25	46.24	26.50	19.60
Movement LOS	D	C	C	D	B	B	D	D	C	D	C	B
d_A, Approach Delay [s/veh]	28.28			29.74			36.73			29.99		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.08											
Intersection LOS	C											
Intersection V/C	0.551											

Emissions

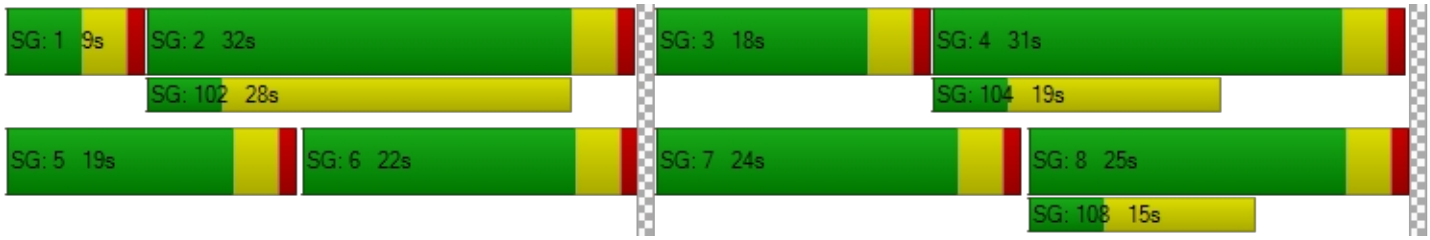
Vehicle Miles Traveled [mph]	7.15	38.58	8.63	9.33	9.88	38.53	412.86	9.01	61.65	247.12	13.32
Stops [stops/h]	54.08	186.59	65.56	38.19	41.28	74.88	656.53	10.81	214.25	636.15	26.07
Fuel consumption [US gal/h]	1.09	3.77	1.32	0.82	0.88	3.50	31.97	0.59	8.26	25.18	1.13
CO [g/h]	76.24	263.19	92.58	57.25	61.19	244.56	2234.73	41.56	577.56	1760.37	79.22
NOx [g/h]	14.83	51.21	18.01	11.14	11.90	47.58	434.80	8.09	112.37	342.50	15.41
VOC [g/h]	17.67	61.00	21.46	13.27	14.18	56.68	517.92	9.63	133.86	407.98	18.36

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.189	2.262	3.061	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	622	467	600
d_b, Bicycle Delay [s]	28.80	21.36	26.45	22.05
l_b,int, Bicycle LOS Score for Intersection	2.167	1.924	2.323	2.588
Bicycle LOS	B	A	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

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

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	104	233	129	20	246	55	56	632	107	129	565	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	21	0	24	38	0	55	137	5	0	130	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	35	0	0	15	0	0	31	0	0	14
Total Hourly Volume [veh/h]	117	275	106	46	306	45	116	826	91	141	746	41
Peak Hour Factor	0.8158	0.8158	0.8158	0.9249	0.9249	0.9249	0.9147	0.9147	0.9147	0.8738	0.8738	0.8738
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	84	32	12	83	12	32	226	25	40	213	12
Total Analysis Volume [veh/h]	143	337	130	50	331	49	127	903	99	161	854	47
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	22	0	11	28	0	8	25	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

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

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	30	30	30	30	6	21	21	8	22	22
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.09	0.29	0.29	0.11	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.14	0.18	0.08	0.25	0.07	0.25	0.06	0.09	0.24	0.03
s, saturation flow rate [veh/h]	1019	1900	1615	1721	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	296	803	683	785	170	1062	474	203	1128	504
d1, Uniform Delay [s]	20.08	14.18	12.69	15.20	30.89	23.28	18.61	30.27	21.70	17.07
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.57	1.61	0.62	2.74	6.36	2.02	0.22	6.79	1.06	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.42	0.19	0.55	0.75	0.85	0.21	0.79	0.76	0.09
d, Delay for Lane Group [s/veh]	25.65	15.79	13.31	17.94	37.26	25.30	18.82	37.06	22.76	17.15
Lane Group LOS	C	B	B	B	D	C	B	D	C	B
Critical Lane Group	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.28	3.50	1.20	4.88	2.25	6.55	1.13	2.84	5.77	0.50
50th-Percentile Queue Length [ft/ln]	57.06	87.40	30.00	121.96	56.36	163.84	28.13	71.12	144.21	12.41
95th-Percentile Queue Length [veh/ln]	4.11	6.29	2.16	8.50	4.06	10.75	2.03	5.12	9.71	0.89
95th-Percentile Queue Length [ft/ln]	102.70	157.32	54.00	212.51	101.45	268.80	50.63	128.02	242.69	22.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.65	15.79	13.31	17.94	17.94	17.94	37.26	25.30	18.82	37.06	22.76	17.15
Movement LOS	C	B	B	B	B	B	D	C	B	D	C	B
d_A, Approach Delay [s/veh]	17.57			17.94			26.08			24.68		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	22.93											
Intersection LOS	C											
Intersection V/C	0.588											

Emissions

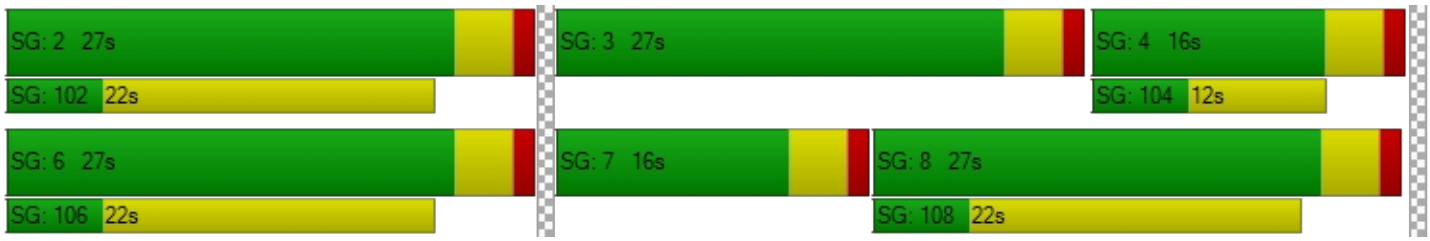
Vehicle Miles Traveled [mph]	54.03	127.33	49.12	216.04	64.25	456.84	50.08	80.57	427.38	23.52
Stops [stops/h]	117.37	179.79	61.71	250.88	115.94	674.10	57.86	146.31	593.34	25.52
Fuel consumption [US gal/h]	4.06	7.68	2.80	12.10	4.40	27.63	2.74	5.54	25.09	1.26
CO [g/h]	283.64	537.04	195.93	845.44	307.79	1931.68	191.65	387.09	1754.02	87.89
NOx [g/h]	55.19	104.49	38.12	164.49	59.88	375.84	37.29	75.31	341.27	17.10
VOC [g/h]	65.74	124.47	45.41	195.94	71.33	447.69	44.42	89.71	406.51	20.37

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.709	2.434	3.170	3.008
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	657	657	657	343
d_b, Bicycle Delay [s]	15.78	15.78	15.78	24.03
l_b,int, Bicycle LOS Score for Intersection	2.624	2.294	2.517	2.447
Bicycle LOS	B	B	B	B

Sequence

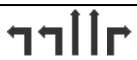
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Control Type:	Signalized	Delay (sec / veh):	66.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	134	475	120	226	549	220	288	554	165	207	451	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	480	2	32	478	281	296	163	2	2	107	25
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	33	0	0	130	0	0	46	0	0	56
Total Hourly Volume [veh/h]	163	998	100	278	1076	391	610	767	136	228	599	166
Peak Hour Factor	0.9406	0.9406	0.9406	0.9342	0.9342	0.9342	0.8402	0.8402	0.8402	0.8991	0.8991	0.8991
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	265	27	74	288	105	182	228	40	63	167	46
Total Analysis Volume [veh/h]	173	1061	106	298	1152	419	726	913	162	254	666	185
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Maximum Green [s]	12	36	0	12	36	17	17	45	0	11	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	40	0	16	36	21	21	50	0	14	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	48	48	12	47	68	17	34	34	10	27	27
g / C, Green / Cycle	0.11	0.40	0.40	0.10	0.39	0.56	0.14	0.28	0.28	0.08	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.10	0.29	0.07	0.08	0.32	0.15	0.21	0.25	0.10	0.07	0.18	0.11
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	202	1449	647	351	1408	1613	498	1023	457	293	812	362
d1, Uniform Delay [s]	52.38	30.51	23.07	53.10	32.85	13.36	51.50	41.28	34.31	54.34	44.23	40.76
k, delay calibration	0.22	0.50	0.50	0.11	0.50	0.50	0.23	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.10	3.31	0.54	5.70	5.41	0.39	211.36	2.97	0.47	7.69	2.13	1.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.73	0.16	0.85	0.82	0.26	1.46	0.89	0.35	0.87	0.82	0.51
d, Delay for Lane Group [s/veh]	70.48	33.81	23.62	58.80	38.26	13.75	262.86	44.26	34.77	62.04	46.36	41.87
Lane Group LOS	E	C	C	E	D	B	F	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.00	12.98	1.96	4.58	15.24	2.78	21.94	12.99	3.76	4.04	9.43	4.82
50th-Percentile Queue Length [ft/ln]	149.98	324.52	48.98	114.55	380.96	69.38	548.58	324.71	94.12	100.97	235.83	120.45
95th-Percentile Queue Length [veh/ln]	10.02	18.89	3.53	8.09	21.64	5.00	34.29	18.90	6.78	7.27	14.47	8.42
95th-Percentile Queue Length [ft/ln]	250.41	472.24	88.16	202.31	541.01	124.88	857.35	472.48	169.42	181.75	361.75	210.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.48	33.81	23.62	58.80	38.26	13.75	262.86	44.26	34.77	62.04	46.36	41.87
Movement LOS	E	C	C	E	D	B	F	D	C	E	D	D
d_A, Approach Delay [s/veh]	37.74			36.04			131.52			49.21		
Approach LOS	D			D			F			D		
d_I, Intersection Delay [s/veh]	66.92											
Intersection LOS	E											
Intersection V/C	0.805											

Emissions

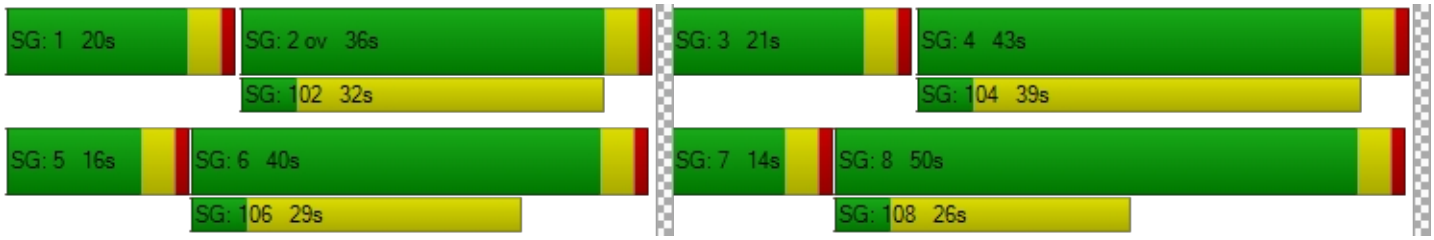
Vehicle Miles Traveled [mph]	65.13	399.44	39.91	148.72	574.93	209.11	161.70	203.35	36.08	128.50	336.94	93.59
Stops [stops/h]	179.98	778.85	58.77	274.92	914.31	166.50	1316.58	779.31	112.95	242.33	565.99	144.54
Fuel consumption [US gal/h]	6.95	30.68	2.61	12.08	40.04	10.41	57.55	23.16	3.55	10.19	23.91	6.35
CO [g/h]	485.90	2144.24	182.31	844.51	2799.09	727.70	4022.90	1619.02	248.03	712.27	1671.47	443.77
NOx [g/h]	94.54	417.19	35.47	164.31	544.60	141.58	782.71	315.00	48.26	138.58	325.21	86.34
VOC [g/h]	112.61	496.95	42.25	195.72	648.72	168.65	932.34	375.22	57.48	165.08	387.38	102.85

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.243	3.704	3.332	3.155
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	533	767	650
d_b, Bicycle Delay [s]	29.40	32.27	22.82	27.34
l_b,int, Bicycle LOS Score for Intersection	2.692	3.209	3.083	2.517
Bicycle LOS	B	C	C	B

Sequence

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



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

Control Type:	Two-way stop	Delay (sec / veh):	62.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.589

Intersection Setup

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

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	196	0	1091	946	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0900	1.0000	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	84	0	695	631	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	298	0	1884	1662	53
Peak Hour Factor	1.0000	0.8099	1.0000	0.9633	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	92	0	489	454	14
Total Analysis Volume [veh/h]	0	368	0	1956	1816	58
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.59	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	62.07	0.00	0.00	0.00	0.00
Movement LOS		F		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	5.85	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	146.28	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	62.07		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	5.44					
Intersection LOS	F					

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

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

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

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	63	4	409	0	0	0	54	686	0	0	750	383
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0000	1.0000	1.0000	1.0900	1.0900	1.0000	1.0000	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	62	0	431	0	0	0	95	265	0	0	455	260
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	219	0	0	0	0	0	0	0	0	169
Total Hourly Volume [veh/h]	131	4	658	0	0	0	154	1013	0	0	1273	508
Peak Hour Factor	0.9006	0.9006	0.9006	1.0000	1.0000	1.0000	0.8783	0.8783	1.0000	1.0000	0.9261	0.9261
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	1	183	0	0	0	44	288	0	0	344	137
Total Analysis Volume [veh/h]	145	4	731	0	0	0	175	1153	0	0	1375	549
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	23	0	0	0	0	9	49	0	0	36	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	27	0	0	0	0	13	53	0	0	40	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	80	80		80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27		9	45	32	32
g / C, Green / Cycle	0.34	0.34		0.11	0.56	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.08	0.26		0.10	0.32	0.27	0.34
s, saturation flow rate [veh/h]	1812	2859		1810	3618	5176	1615
c, Capacity [veh/h]	611	964		204	2036	2071	646
d1, Uniform Delay [s]	19.14	23.60		34.88	11.23	19.60	21.80
k, delay calibration	0.50	0.50		0.27	0.11	0.11	0.28
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.95	5.57		21.59	0.25	0.37	7.81
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.76		0.86	0.57	0.66	0.85
d, Delay for Lane Group [s/veh]	20.09	29.17		56.47	11.48	19.97	29.61
Lane Group LOS	C	C		E	B	B	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.01	6.33		4.40	5.48	6.31	9.72
50th-Percentile Queue Length [ft/ln]	50.21	158.35		109.88	136.93	157.82	242.98
95th-Percentile Queue Length [veh/ln]	3.61	10.46		7.83	9.32	10.43	14.83
95th-Percentile Queue Length [ft/ln]	90.37	261.54		195.83	232.88	260.83	370.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.09	20.09	29.17	0.00	0.00	0.00	56.47	11.48	0.00	0.00	19.97	29.61
Movement LOS	C	C	C				E	B			B	C
d_A, Approach Delay [s/veh]	27.63			0.00			17.41			22.72		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	22.06											
Intersection LOS	C											
Intersection V/C	0.692											

Emissions

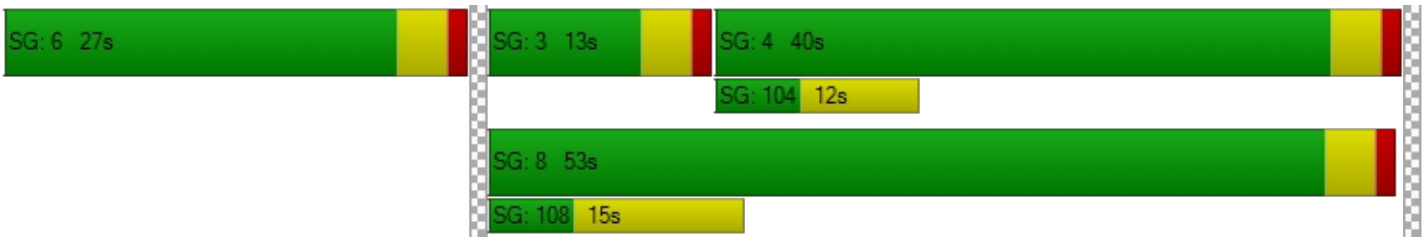
Vehicle Miles Traveled [mph]	25.90	127.06		14.50	95.52	75.57	30.17
Stops [stops/h]	90.37	570.06		197.78	492.94	852.22	437.36
Fuel consumption [US gal/h]	2.42	14.49		4.47	10.96	16.67	8.68
CO [g/h]	169.48	1012.93		312.67	765.90	1164.94	607.07
NOx [g/h]	32.98	197.08		60.83	149.02	226.65	118.11
VOC [g/h]	39.28	234.76		72.46	177.51	269.99	140.69

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.724	2.148	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	575	0	1225	900
d_b, Bicycle Delay [s]	20.31	40.00	6.01	12.10
l_b,int, Bicycle LOS Score for Intersection	3.373	4.132	2.655	2.711
Bicycle LOS	C	D	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	33.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

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

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	487	1	83	0	272	77	486	335	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	263	0	62	0	97	95	454	63	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	38	0	0	45	0	0	0
Total Hourly Volume [veh/h]	0	0	0	794	1	114	0	393	134	984	428	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8912	0.8912	0.8912	1.0000	0.7591	0.7591	0.8880	0.8880	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	223	0	32	0	129	44	277	120	0
Total Analysis Volume [veh/h]	0	0	0	891	1	128	0	518	177	1108	482	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	27	0	0	24	0	27	55	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	34	0	0	28	0	28	56	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		25	25	25	21	21	32	57
g / C, Green / Cycle		0.28	0.28	0.28	0.23	0.23	0.36	0.64
(v / s)_i Volume / Saturation Flow Rate		0.25	0.25	0.08	0.18	0.20	0.32	0.13
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1743	3514	3618
c, Capacity [veh/h]		498	498	445	441	405	1262	2300
d1, Uniform Delay [s]		31.36	31.36	25.67	32.46	33.13	27.00	6.89
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		21.27	21.26	1.63	3.16	5.37	2.14	0.04
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.90	0.90	0.29	0.79	0.86	0.88	0.21
d, Delay for Lane Group [s/veh]		52.63	52.62	27.29	35.63	38.50	29.13	6.93
Lane Group LOS		D	D	C	D	D	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		11.69	11.69	2.26	7.13	7.49	10.63	1.62
50th-Percentile Queue Length [ft/ln]		292.37	292.32	56.41	178.32	187.18	265.73	40.41
95th-Percentile Queue Length [veh/ln]		17.30	17.30	4.06	11.51	11.97	15.98	2.91
95th-Percentile Queue Length [ft/ln]		432.58	432.52	101.54	287.82	299.37	399.40	72.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	52.62	52.62	27.29	0.00	36.57	38.50	29.13	6.93	0.00
Movement LOS				D	D	C		D	D	C	A	
d_A, Approach Delay [s/veh]	0.00			49.45			37.06			22.40		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	33.83											
Intersection LOS	C											
Intersection V/C	0.761											

Emissions

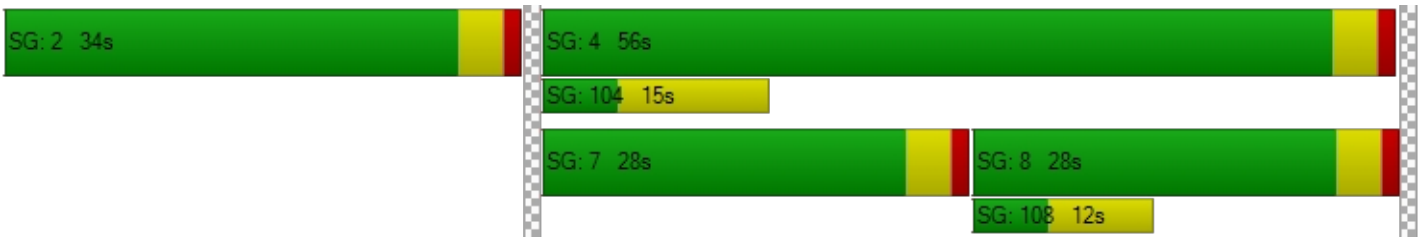
Vehicle Miles Traveled [mph]		38.56	38.56	11.07	92.10	92.10	91.79	39.93
Stops [stops/h]		467.79	467.72	90.26	285.31	299.49	850.34	129.30
Fuel consumption [US gal/h]		10.75	10.75	1.99	8.62	8.96	18.21	3.38
CO [g/h]		751.66	751.52	139.39	602.61	626.54	1272.86	236.30
NOx [g/h]		146.25	146.22	27.12	117.25	121.90	247.65	45.98
VOC [g/h]		174.21	174.17	32.30	139.66	145.21	295.00	54.77

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.365	2.454	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	667	533	1156
d_b, Bicycle Delay [s]	45.00	20.00	24.20	8.02
l_b,int, Bicycle LOS Score for Intersection	4.132	3.305	2.170	2.871
Bicycle LOS	D	C	B	C

Sequence

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



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

Control Type:	All-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	38	410	9	32	381	24	31	16	43	5	13	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	30	13	12	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	460	10	35	445	39	46	17	47	5	14	26
Peak Hour Factor	0.7862	0.7862	0.7862	0.7814	0.7814	0.7814	0.7336	0.7336	0.7336	0.7685	0.7685	0.7685
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	146	3	11	142	12	16	6	16	2	5	8
Total Analysis Volume [veh/h]	52	585	13	45	570	50	63	23	64	7	18	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	542	587	590	543	588	599	522	518
Degree of Utilization, x	0.10	0.51	0.51	0.08	0.53	0.52	0.29	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.32	2.89	2.86	0.27	3.07	2.97	1.18	0.38
95th-Percentile Queue Length [ft]	7.92	72.16	71.52	6.75	76.87	74.32	29.50	9.58
Approach Delay [s/veh]	14.58			14.85			12.66	10.85
Approach LOS	B			B			B	B
Intersection Delay [s/veh]	14.37							
Intersection LOS	B							

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

Control Type:	Signalized	Delay (sec / veh):	8.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

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

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	724	68	88	781	53	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	499	12	0	481	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	22	0	0	0	18
Total Hourly Volume [veh/h]	1288	64	96	1332	71	52
Peak Hour Factor	0.8868	0.8868	0.9123	0.9123	0.7565	0.7565
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	363	18	26	365	23	17
Total Analysis Volume [veh/h]	1452	72	105	1460	94	69
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	15	0	11	30	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	15	34	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	38	38	5	47	5	5
g / C, Green / Cycle	0.64	0.64	0.08	0.78	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.40	0.41	0.06	0.40	0.05	0.04
s, saturation flow rate [veh/h]	1900	1869	1810	3618	1810	1615
c, Capacity [veh/h]	1214	1194	138	2829	153	137
d1, Uniform Delay [s]	6.52	6.60	27.18	2.39	26.51	26.26
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.46	2.61	8.33	0.68	3.95	2.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.64	0.76	0.52	0.61	0.50
d, Delay for Lane Group [s/veh]	8.98	9.21	35.51	3.07	30.46	29.12
Lane Group LOS	A	A	D	A	C	C
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.92	3.99	1.64	0.33	1.42	1.02
50th-Percentile Queue Length [ft/ln]	98.05	99.85	40.97	8.29	35.46	25.44
95th-Percentile Queue Length [veh/ln]	7.06	7.19	2.95	0.60	2.55	1.83
95th-Percentile Queue Length [ft/ln]	176.49	179.73	73.74	14.91	63.83	45.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.09	9.21	35.51	3.07	30.46	29.12
Movement LOS	A	A	D	A	C	C
d_A, Approach Delay [s/veh]	9.10		5.24		29.89	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	8.28					
Intersection LOS	A					
Intersection V/C	0.518					

Emissions

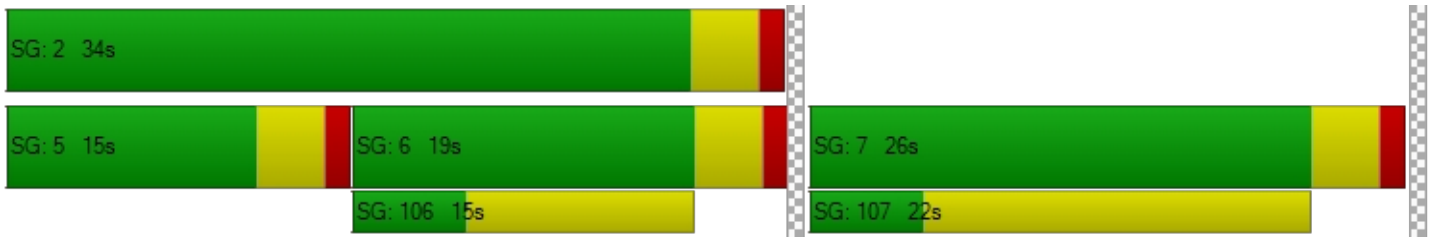
Vehicle Miles Traveled [mph]	330.85	330.85	39.53	549.65	47.18	34.63
Stops [stops/h]	235.33	239.64	98.32	39.77	85.10	61.07
Fuel consumption [US gal/h]	15.66	15.75	3.34	20.25	3.03	2.20
CO [g/h]	1094.63	1100.84	233.20	1415.20	211.86	153.83
NOx [g/h]	212.98	214.18	45.37	275.35	41.22	29.93
VOC [g/h]	253.69	255.13	54.05	327.99	49.10	35.65

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.188	2.049
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	1000	733
d_b, Bicycle Delay [s]	16.88	7.50	12.03
l_b,int, Bicycle LOS Score for Intersection	2.835	2.851	1.560
Bicycle LOS	C	C	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	21.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

Intersection Setup

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

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	66	519	5	69	513	196	110	58	79	3	82	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	477	0	30	451	13	12	0	0	0	0	21
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	57	0	0	22	0	0	33
Total Hourly Volume [veh/h]	72	1043	4	105	1010	170	132	63	64	3	89	98
Peak Hour Factor	0.8932	0.8932	0.8932	0.8568	0.8568	0.8568	0.8129	0.8129	0.8129	0.7283	0.7283	0.7283
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	292	1	31	295	50	41	19	20	1	31	34
Total Analysis Volume [veh/h]	81	1168	4	123	1179	198	162	77	79	4	122	135
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	19	0	8	22	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	23	0	13	26	0	13	30	0	14	31	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	38	38	7	41	41	9	18	18	0	10	10
g / C, Green / Cycle	0.06	0.48	0.48	0.09	0.51	0.51	0.11	0.23	0.23	0.01	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.04	0.32	0.00	0.07	0.33	0.12	0.09	0.04	0.05	0.00	0.06	0.08
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	105	1729	772	156	1832	818	198	436	371	11	240	204
d1, Uniform Delay [s]	37.17	16.09	10.93	35.84	14.46	11.11	34.84	24.75	24.97	39.59	32.63	33.32
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.15	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.40	2.13	0.01	8.52	1.76	0.70	10.66	0.19	0.28	17.73	1.67	3.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.68	0.01	0.79	0.64	0.24	0.82	0.18	0.21	0.35	0.51	0.66
d, Delay for Lane Group [s/veh]	48.57	18.23	10.94	44.36	16.21	11.81	45.50	24.94	25.25	57.32	34.30	36.97
Lane Group LOS	D	B	B	D	B	B	D	C	C	E	C	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.80	7.42	0.03	2.58	6.90	1.83	3.47	1.11	1.16	0.13	2.18	2.54
50th-Percentile Queue Length [ft/ln]	45.12	185.62	0.87	64.47	172.61	45.65	86.84	27.80	28.90	3.25	54.50	63.62
95th-Percentile Queue Length [veh/ln]	3.25	11.89	0.06	4.64	11.21	3.29	6.25	2.00	2.08	0.23	3.92	4.58
95th-Percentile Queue Length [ft/ln]	81.21	297.33	1.56	116.05	280.35	82.16	156.31	50.03	52.02	5.85	98.10	114.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.57	18.23	10.94	44.36	16.21	11.81	45.50	24.94	25.25	57.32	34.30	36.97
Movement LOS	D	B	B	D	B	B	D	C	C	E	C	D
d_A, Approach Delay [s/veh]	20.17			17.94			35.49			36.03		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	21.87											
Intersection LOS	C											
Intersection V/C	0.564											

Emissions

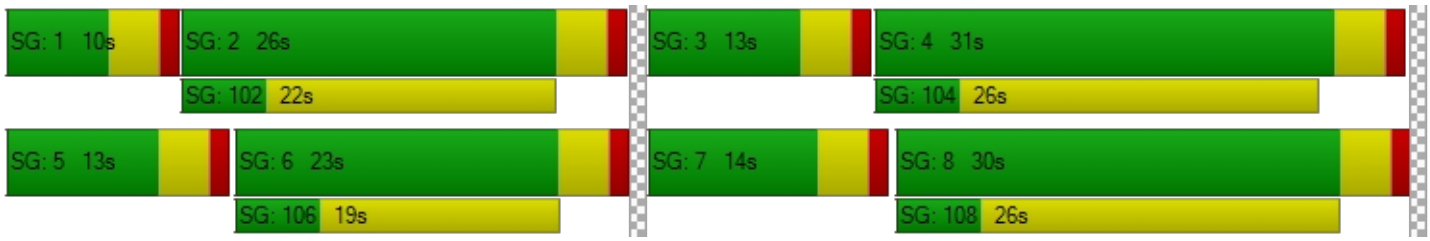
Vehicle Miles Traveled [mph]	23.42	337.78	1.16	23.62	226.40	38.02	18.26	8.68	8.90	0.51	15.40	17.04
Stops [stops/h]	81.21	668.22	1.56	116.05	621.40	82.16	156.31	50.03	52.02	5.85	98.10	114.51
Fuel consumption [US gal/h]	2.61	24.22	0.07	3.36	19.38	2.80	4.07	1.31	1.36	0.14	2.60	3.02
CO [g/h]	182.66	1692.95	4.75	235.05	1354.46	195.77	284.45	91.59	94.92	9.56	181.68	211.35
NOx [g/h]	35.54	329.39	0.92	45.73	263.53	38.09	55.34	17.82	18.47	1.86	35.35	41.12
VOC [g/h]	42.33	392.36	1.10	54.48	313.91	45.37	65.92	21.23	22.00	2.21	42.11	48.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	3.069	3.274	2.560	2.356
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	475	550	650	675
d_b, Bicycle Delay [s]	23.26	21.03	18.23	17.56
l_b,int, Bicycle LOS Score for Intersection	2.594	2.844	2.121	1.802
Bicycle LOS	B	C	B	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	37.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	78	120	63	70	212	142	98	1376	115	114	969	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	9	38	0	8	2	5	302	8	28	247	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	27	0	0	39	0	0	33	0	0	11
Total Hourly Volume [veh/h]	94	140	80	76	239	118	112	1802	100	152	1303	33
Peak Hour Factor	0.7647	0.7647	0.7647	0.8573	0.8573	0.8573	0.9297	0.9297	0.9297	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	46	26	22	70	34	30	485	27	40	340	9
Total Analysis Volume [veh/h]	123	183	105	89	279	138	120	1938	108	159	1359	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	35	0	7	32	0	20	50	0	12	42	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	39	0	13	36	0	19	49	0	19	49	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	37	37	7	34	34	10	47	47	12	50	50
g / C, Green / Cycle	0.08	0.31	0.31	0.06	0.29	0.29	0.08	0.40	0.40	0.10	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.07	0.08	0.08	0.05	0.08	0.09	0.07	0.37	0.07	0.09	0.26	0.02
s, saturation flow rate [veh/h]	1810	1900	1675	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	149	583	514	112	1035	462	147	2042	637	187	2156	673
d1, Uniform Delay [s]	54.18	31.31	31.42	55.52	33.13	33.43	54.23	35.15	23.57	52.90	27.70	20.87
k, delay calibration	0.17	0.50	0.50	0.14	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.09	1.07	1.28	14.53	0.64	1.65	10.36	3.11	0.12	17.61	0.31	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.26	0.27	0.79	0.27	0.30	0.82	0.95	0.17	0.85	0.63	0.05
d, Delay for Lane Group [s/veh]	70.27	32.38	32.70	70.05	33.77	35.08	64.59	38.27	23.69	70.51	28.01	20.90
Lane Group LOS	E	C	C	E	C	D	E	D	C	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.23	3.36	3.12	3.05	3.15	3.27	3.84	17.26	1.89	5.42	9.53	0.54
50th-Percentile Queue Length [ft/ln]	105.83	84.03	77.98	76.15	78.78	81.64	96.07	431.56	47.27	135.61	238.24	13.53
95th-Percentile Queue Length [veh/ln]	7.61	6.05	5.61	5.48	5.67	5.88	6.92	24.08	3.40	9.24	14.59	0.97
95th-Percentile Queue Length [ft/ln]	190.19	151.26	140.36	137.07	141.81	146.95	172.93	601.91	85.08	231.10	364.81	24.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.27	32.44	32.70	70.05	33.77	35.08	64.59	38.27	23.69	70.51	28.01	20.90
Movement LOS	E	C	C	E	C	D	E	D	C	E	C	C
d_A, Approach Delay [s/veh]	43.83			40.51			39.00			32.21		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	37.32											
Intersection LOS	D											
Intersection V/C	0.616											

Emissions

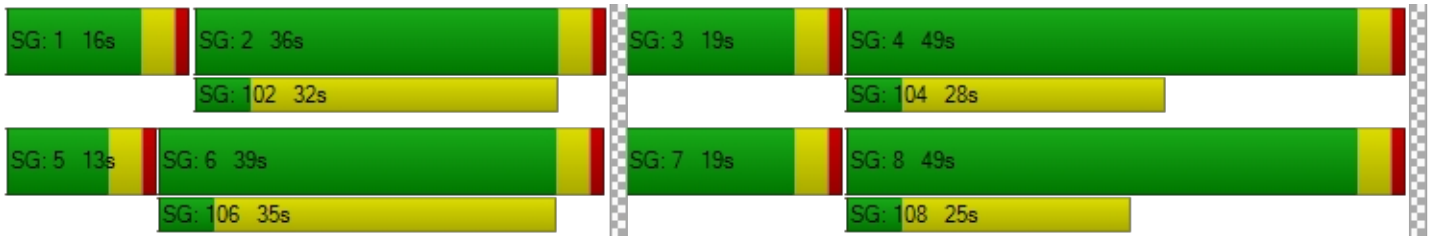
Vehicle Miles Traveled [mph]	71.43	87.21	80.04	15.58	48.85	24.16	13.61	219.79	12.25	39.74	339.64	8.50
Stops [stops/h]	127.00	100.84	93.57	91.38	189.08	97.97	115.28	1553.63	56.72	162.73	857.68	16.23
Fuel consumption [US gal/h]	5.79	5.23	4.82	2.94	5.94	3.03	4.17	51.30	1.98	6.63	35.04	0.73
CO [g/h]	404.45	365.76	337.21	205.43	415.38	211.89	291.74	3585.93	138.68	463.65	2449.14	51.05
NOx [g/h]	78.69	71.16	65.61	39.97	80.82	41.23	56.76	697.69	26.98	90.21	476.51	9.93
VOC [g/h]	93.73	84.77	78.15	47.61	96.27	49.11	67.61	831.07	32.14	107.46	567.61	11.83

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.651	2.741	3.678	3.588
Crosswalk LOS	B	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	750	750
d_b, Bicycle Delay [s]	30.10	32.27	23.44	23.44
l_b,int, Bicycle LOS Score for Intersection	1.921	2.009	2.769	2.419
Bicycle LOS	A	B	C	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.221

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	57	149	13	10	307	26	13	24	54	18	23	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	55	0	0	45	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	7	0	0	15	0	0	5
Total Hourly Volume [veh/h]	62	217	10	11	380	21	14	26	44	20	25	15
Peak Hour Factor	0.7432	0.7432	0.7432	0.8693	0.8693	0.8693	0.7109	0.7109	0.7109	0.7770	0.7770	0.7770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	73	3	3	109	6	5	9	15	6	8	5
Total Analysis Volume [veh/h]	83	292	13	13	437	24	20	37	62	26	32	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	26	0	8	22	0	5	23	0	7	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

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

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	52	52	1	48	48	2	9	9	2	9	9
g / C, Green / Cycle	0.06	0.65	0.65	0.02	0.60	0.60	0.02	0.11	0.11	0.03	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.05	0.08	0.08	0.01	0.12	0.12	0.01	0.02	0.04	0.01	0.01	0.02
s, saturation flow rate [veh/h]	1810	1900	1872	1810	1900	1865	1810	1900	1615	1810	1900	1677
c, Capacity [veh/h]	109	1225	1206	29	1141	1120	41	212	181	50	222	196
d1, Uniform Delay [s]	37.04	5.50	5.50	39.01	7.27	7.28	38.64	32.18	32.82	38.37	31.62	31.67
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.58	0.21	0.21	10.48	0.40	0.41	8.79	0.39	1.12	8.05	0.23	0.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.13	0.13	0.45	0.20	0.20	0.49	0.17	0.34	0.52	0.12	0.13
d, Delay for Lane Group [s/veh]	47.62	5.71	5.72	49.49	7.67	7.69	47.43	32.57	33.94	46.42	31.85	31.96
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.83	0.79	0.79	0.32	1.53	1.51	0.48	0.65	1.13	0.60	0.45	0.44
50th-Percentile Queue Length [ft/ln]	45.66	19.79	19.64	8.10	38.21	37.78	11.90	16.26	28.22	15.00	11.14	10.99
95th-Percentile Queue Length [veh/ln]	3.29	1.43	1.41	0.58	2.75	2.72	0.86	1.17	2.03	1.08	0.80	0.79
95th-Percentile Queue Length [ft/ln]	82.18	35.63	35.35	14.58	68.78	68.01	21.43	29.27	50.80	27.01	20.05	19.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.62	5.71	5.72	49.49	7.68	7.69	47.43	32.57	33.94	46.42	31.87	31.96
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.68			8.83			35.78			36.81		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	16.04											
Intersection LOS	B											
Intersection V/C	0.221											

Emissions

Vehicle Miles Traveled [mph]	41.25	76.15	75.42	7.55	134.76	132.95	0.88	1.63	2.73	13.04	12.92	12.66
Stops [stops/h]	82.18	35.63	35.35	14.58	68.78	68.01	21.43	29.27	50.80	27.01	20.05	19.77
Fuel consumption [US gal/h]	3.24	3.23	3.20	0.57	5.84	5.76	0.39	0.53	0.91	0.95	0.81	0.80
CO [g/h]	226.48	225.87	223.79	39.91	408.01	402.70	27.10	36.87	63.91	66.11	56.62	55.61
NOx [g/h]	44.06	43.95	43.54	7.77	79.38	78.35	5.27	7.17	12.44	12.86	11.02	10.82
VOC [g/h]	52.49	52.35	51.86	9.25	94.56	93.33	6.28	8.55	14.81	15.32	13.12	12.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.574	2.544	2.381	2.337
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	550	550	625
d_b, Bicycle Delay [s]	18.23	21.03	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	1.883	1.956	1.670	1.627
Bicycle LOS	A	A	A	A

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	30.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.336

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	8	80	63	52	242	19	12	111	25	79	48	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	55	10	0	45	0	0	0	0	213	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	20	0	0	5	0	0	7	0	0	8
Total Hourly Volume [veh/h]	9	142	59	57	309	16	13	121	20	299	52	23
Peak Hour Factor	0.9406	0.9406	0.9406	0.8054	0.8054	0.8054	0.9545	0.9545	0.9545	0.8708	0.8708	0.8708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	38	16	18	96	5	3	32	5	86	15	7
Total Analysis Volume [veh/h]	10	151	63	71	384	20	14	127	21	343	60	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	21	26	0	25	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	41	41	5	44	44	2	10	10	19	27	27
g / C, Green / Cycle	0.01	0.45	0.45	0.05	0.49	0.49	0.02	0.11	0.11	0.21	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.01	0.06	0.06	0.04	0.11	0.01	0.01	0.04	0.01	0.19	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1718	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	23	860	777	92	1775	792	32	396	177	379	1090	486
d1, Uniform Delay [s]	44.11	14.31	14.36	42.21	13.06	11.82	43.75	36.99	36.16	34.69	22.34	22.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.30	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.62	0.30	0.36	13.27	0.28	0.06	9.03	0.46	0.30	18.66	0.02	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.13	0.13	0.77	0.22	0.03	0.44	0.32	0.12	0.90	0.06	0.05
d, Delay for Lane Group [s/veh]	56.73	14.61	14.72	55.48	13.34	11.88	52.78	37.45	36.46	53.35	22.36	22.38
Lane Group LOS	E	B	B	E	B	B	D	D	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.30	1.32	1.28	1.83	2.03	0.20	0.38	1.26	0.41	8.82	0.43	0.37
50th-Percentile Queue Length [ft/ln]	7.48	33.08	32.03	45.71	50.87	4.96	9.42	31.42	10.32	220.51	10.68	9.34
95th-Percentile Queue Length [veh/ln]	0.54	2.38	2.31	3.29	3.66	0.36	0.68	2.26	0.74	13.69	0.77	0.67
95th-Percentile Queue Length [ft/ln]	13.47	59.55	57.65	82.28	91.56	8.92	16.96	56.56	18.57	342.28	19.22	16.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.73	14.64	14.72	55.48	13.34	11.88	52.78	37.45	36.46	53.35	22.36	22.38
Movement LOS	E	B	B	E	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	16.54			19.58			38.65			47.14		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	30.61											
Intersection LOS	C											
Intersection V/C	0.336											

Emissions

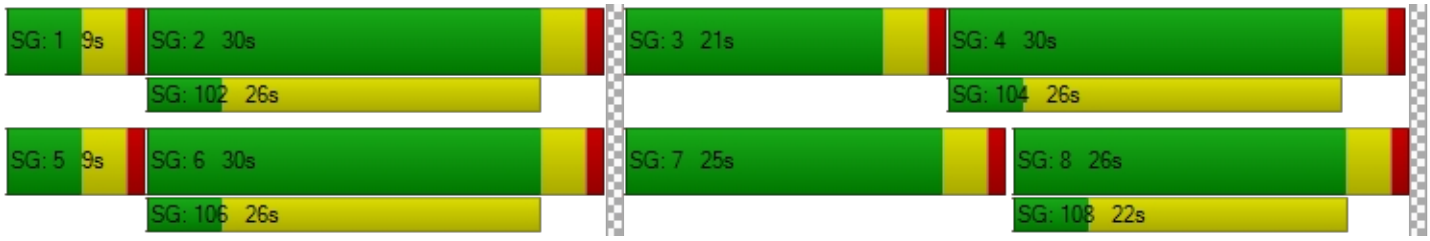
Vehicle Miles Traveled [mph]	5.02	54.87	52.60	35.29	190.84	9.94	2.34	21.20	3.50	147.65	25.83	11.19
Stops [stops/h]	11.97	52.93	51.24	73.14	162.78	7.93	15.08	100.56	16.51	352.82	34.18	14.94
Fuel consumption [US gal/h]	0.39	2.88	2.76	2.92	9.61	0.49	0.42	2.94	0.48	13.17	1.58	0.69
CO [g/h]	27.14	201.05	193.07	204.14	671.61	34.09	29.21	205.84	33.63	920.70	110.67	48.07
NOx [g/h]	5.28	39.12	37.56	39.72	130.67	6.63	5.68	40.05	6.54	179.13	21.53	9.35
VOC [g/h]	6.29	46.59	44.75	47.31	155.65	7.90	6.77	47.70	7.80	213.38	25.65	11.14

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.525	2.627	2.529	2.641
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	489	578
d_b, Bicycle Delay [s]	22.76	22.76	25.69	22.76
l_b,int, Bicycle LOS Score for Intersection	1.761	1.956	1.699	1.920
Bicycle LOS	A	A	A	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	64.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.872

Intersection Setup

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

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	266	49	92	354	167	236	690	36	73	460	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	377	0	63	343	44	41	0	0	0	0	59
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	57	0	0	10	0	0	28
Total Hourly Volume [veh/h]	57	667	40	163	729	169	298	752	29	80	501	84
Peak Hour Factor	0.8368	0.8368	0.8368	0.8264	0.8264	0.8264	0.8504	0.8504	0.8504	0.8966	0.8966	0.8966
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	199	12	49	221	51	88	221	9	22	140	23
Total Analysis Volume [veh/h]	68	797	48	197	882	205	350	884	34	89	559	94
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	39	0	15	49	0	18	34	0	6	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	33	0	12	36	0	19	34	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	33	33	8	36	36	15	28	28	6	18	18
g / C, Green / Cycle	0.05	0.36	0.36	0.09	0.40	0.40	0.17	0.31	0.31	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.22	0.22	0.11	0.46	0.13	0.19	0.24	0.24	0.05	0.18	0.18
s, saturation flow rate [veh/h]	1810	1900	1862	1810	1900	1615	1810	1900	1875	1810	1900	1806
c, Capacity [veh/h]	89	690	677	161	766	651	302	582	574	116	386	367
d1, Uniform Delay [s]	42.29	23.52	23.52	41.00	26.85	18.35	37.50	28.62	28.63	41.47	34.66	34.68
k, delay calibration	0.11	0.50	0.50	0.17	0.50	0.50	0.40	0.19	0.19	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.96	4.12	4.20	118.61	82.67	1.26	97.67	4.38	4.47	10.24	11.71	12.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.62	0.62	1.22	1.15	0.31	1.16	0.79	0.79	0.77	0.87	0.87
d, Delay for Lane Group [s/veh]	55.25	27.65	27.73	159.61	109.52	19.62	135.17	33.00	33.10	51.71	46.37	47.17
Lane Group LOS	E	C	C	F	F	B	F	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.75	7.58	7.44	8.69	32.15	2.89	14.60	9.40	9.30	2.23	8.08	7.78
50th-Percentile Queue Length [ft/ln]	43.68	189.46	186.10	217.28	803.70	72.23	364.89	234.88	232.53	55.73	202.06	194.58
95th-Percentile Queue Length [veh/ln]	3.14	12.09	11.92	14.48	45.65	5.20	22.36	14.42	14.30	4.01	12.74	12.36
95th-Percentile Queue Length [ft/ln]	78.62	302.33	297.97	362.06	1141.14	130.01	559.01	360.55	357.57	100.31	318.61	308.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.25	27.68	27.73	159.61	109.52	19.62	135.17	33.05	33.10	51.71	46.69	47.17
Movement LOS	E	C	C	F	F	B	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	29.74			102.85			61.24			47.35		
Approach LOS	C			F			E			D		
d_I, Intersection Delay [s/veh]	64.65											
Intersection LOS	E											
Intersection V/C	0.872											

Emissions

Vehicle Miles Traveled [mph]	4.87	30.57	29.97	56.97	255.07	59.28	32.44	42.80	42.30	10.56	39.65	37.80
Stops [stops/h]	69.88	303.14	297.76	347.65	1285.92	115.57	583.83	375.80	372.05	89.17	323.29	311.34
Fuel consumption [US gal/h]	1.80	7.22	7.09	12.67	44.39	4.29	15.25	7.56	7.48	2.01	7.10	6.84
CO [g/h]	125.85	504.51	495.57	885.83	3102.65	299.69	1066.20	528.33	523.12	140.46	496.11	478.16
NOx [g/h]	24.49	98.16	96.42	172.35	603.66	58.31	207.44	102.79	101.78	27.33	96.53	93.03
VOC [g/h]	29.17	116.93	114.85	205.30	719.07	69.46	247.10	122.44	121.24	32.55	114.98	110.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.861	3.146	2.809	2.776
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	711	667	489
d_b, Bicycle Delay [s]	20.67	18.69	20.00	25.69
l_b,int, Bicycle LOS Score for Intersection	2.324	3.772	2.614	2.195
Bicycle LOS	B	D	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.271

Intersection Setup

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

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	1	1	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	217	611	600	31	51	151
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	8	0	38
Total Hourly Volume [veh/h]	217	612	601	23	51	113
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	153	150	6	13	28
Total Analysis Volume [veh/h]	217	612	601	23	51	113
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	86	77	0	26	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	30	60	30	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	77	60	60	5	5	5
g / C, Green / Cycle	0.14	0.85	0.66	0.66	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.12	0.01	0.03	0.03	0.03
s, saturation flow rate [veh/h]	1810	5176	5176	1615	1810	1615	1615
c, Capacity [veh/h]	259	4401	3431	1071	110	98	98
d1, Uniform Delay [s]	37.55	1.14	5.78	5.19	40.86	41.14	41.14
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.09	0.07	0.11	0.04	3.03	5.26	5.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.14	0.18	0.02	0.46	0.58	0.58
d, Delay for Lane Group [s/veh]	44.64	1.21	5.90	5.22	43.89	46.40	46.40
Lane Group LOS	D	A	A	A	D	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.91	0.06	1.13	0.12	1.17	1.35	1.35
50th-Percentile Queue Length [ft/ln]	122.87	1.57	28.30	3.10	29.36	33.76	33.76
95th-Percentile Queue Length [veh/ln]	8.55	0.11	2.04	0.22	2.11	2.43	2.43
95th-Percentile Queue Length [ft/ln]	213.77	2.83	50.93	5.57	52.85	60.76	60.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.64	1.21	5.90	5.22	43.89	46.40
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	12.58		5.87		45.62	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	13.34					
Intersection LOS	B					
Intersection V/C	0.271					

Emissions

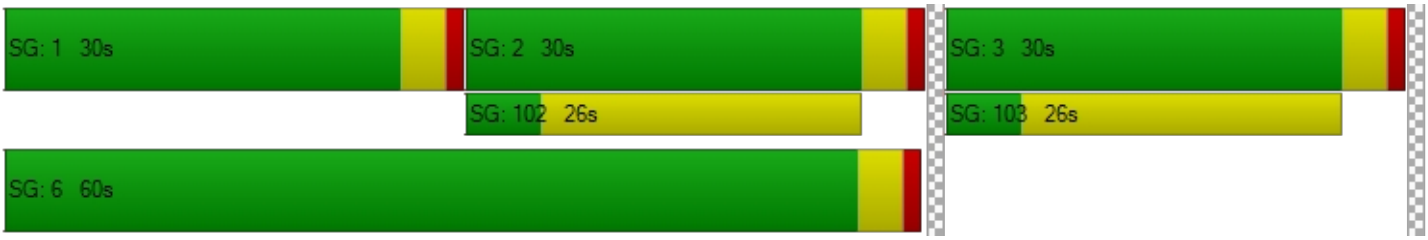
Vehicle Miles Traveled [mph]	33.42	94.25	38.64	1.48	4.01	4.45	4.45
Stops [stops/h]	196.60	7.56	135.82	4.95	46.98	54.01	54.01
Fuel consumption [US gal/h]	5.56	3.47	3.73	0.14	0.88	1.01	1.01
CO [g/h]	388.72	242.90	261.03	9.56	61.53	70.94	70.94
NOx [g/h]	75.63	47.26	50.79	1.86	11.97	13.80	13.80
VOC [g/h]	90.09	56.29	60.50	2.22	14.26	16.44	16.44

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.926	2.975	2.443
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1244	578	578
d_b, Bicycle Delay [s]	6.42	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.016	1.907	1.893
Bicycle LOS	B	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	8.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.104

Intersection Setup

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

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	57	10	37	45	70	32
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	10	37	45	70	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	3	9	11	18	8
Total Analysis Volume [veh/h]	57	10	37	45	70	32
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	787	677	747	671	865
Degree of Utilization, x	0.09	0.05	0.06	0.10	0.04

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.28	0.17	0.19	0.35	0.12
95th-Percentile Queue Length [ft]	6.95	4.33	4.80	8.69	2.88
Approach Delay [s/veh]	8.00	8.05		8.16	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	8.08				
Intersection LOS	A				

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

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.258

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	108	3	83	201	54	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	0	29	10	74	15
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	1	0	0	0	20
Total Hourly Volume [veh/h]	130	2	117	223	131	61
Peak Hour Factor	0.7370	0.7370	0.7820	0.7820	0.8750	0.8750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	1	37	71	37	17
Total Analysis Volume [veh/h]	176	3	150	285	150	70
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	16	0	17	37	15	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	0	21	41	19	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	35	35	7	45	7	7
g / C, Green / Cycle	0.58	0.58	0.11	0.75	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.09	0.00	0.08	0.08	0.08	0.04
s, saturation flow rate [veh/h]	1900	1615	1810	3618	1810	1615
c, Capacity [veh/h]	1090	927	198	2713	211	189
d1, Uniform Delay [s]	6.00	5.46	25.94	2.04	25.52	24.47
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.32	0.01	5.82	0.08	4.36	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.00	0.76	0.11	0.71	0.37
d, Delay for Lane Group [s/veh]	6.32	5.47	31.77	2.11	29.88	25.68
Lane Group LOS	A	A	C	A	C	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.78	0.01	2.28	0.23	2.19	0.93
50th-Percentile Queue Length [ft/ln]	19.43	0.30	56.97	5.65	54.85	23.26
95th-Percentile Queue Length [veh/ln]	1.40	0.02	4.10	0.41	3.95	1.67
95th-Percentile Queue Length [ft/ln]	34.98	0.55	102.54	10.18	98.73	41.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.32	5.47	31.77	2.11	29.88	25.68
Movement LOS	A	A	C	A	C	C
d_A, Approach Delay [s/veh]	6.31		12.34		28.55	
Approach LOS	A		B		C	
d_I, Intersection Delay [s/veh]	15.32					
Intersection LOS	B					
Intersection V/C	0.258					

Emissions

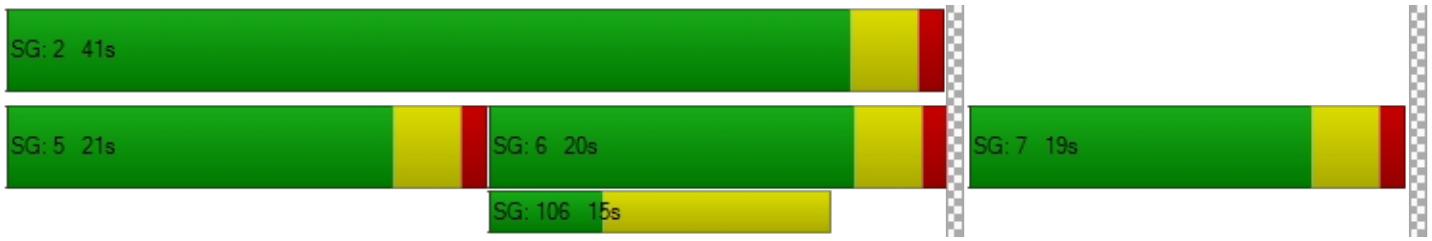
Vehicle Miles Traveled [mph]	32.35	0.55	6.38	12.12	9.31	4.35
Stops [stops/h]	46.64	0.73	136.72	27.14	131.63	55.83
Fuel consumption [US gal/h]	1.92	0.03	1.99	0.77	2.02	0.85
CO [g/h]	133.89	2.19	138.94	53.93	141.40	59.63
NOx [g/h]	26.05	0.43	27.03	10.49	27.51	11.60
VOC [g/h]	31.03	0.51	32.20	12.50	32.77	13.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.077
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	1233	500
d_b, Bicycle Delay [s]	16.13	4.41	16.88
l_b,int, Bicycle LOS Score for Intersection	1.857	1.918	1.560
Bicycle LOS	A	A	A

Sequence

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



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

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

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

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	0	0	3	0	9	3	0	22	3
Total Analysis Volume [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.46	0.00	0.00	8.60	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.94	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.46			8.60			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.27											
Intersection LOS	A											

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

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

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

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	23	23	0	6	3	6	3	36	13	14
Total Analysis Volume [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.08	0.20	0.00	0.02	0.01	0.00	0.00	0.09	0.00	0.00
d_M, Delay for Movement [s/veh]	12.81	13.46	9.05	15.12	14.64	10.62	7.42	0.00	0.00	7.49	0.00	0.00
Movement LOS	B	B	A	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.47	0.47	0.47	0.86	0.86	0.86	0.02	0.00	0.00	0.30	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.77	11.77	11.77	21.56	21.56	21.56	0.61	0.00	0.00	7.40	0.00	0.00
d_A, Approach Delay [s/veh]	9.89			14.14			1.89			4.32		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	7.48											
Intersection LOS	C											

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

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.119

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	828	751	0	0	64
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	828	751	0	0	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	207	188	0	0	16
Total Analysis Volume [veh/h]	0	828	751	0	0	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.63
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.40
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	10.11
d_A, Approach Delay [s/veh]	0.00		0.00		12.63	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

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

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	51	0	0	115	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	0	0	115	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	0	29	0	4
Total Analysis Volume [veh/h]	51	0	0	115	0	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.58
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.19
d_A, Approach Delay [s/veh]	0.00		0.00		8.58	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.106

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	663	567	18	0	65
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	663	567	18	0	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	166	142	5	0	16
Total Analysis Volume [veh/h]	0	663	567	18	0	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.11
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.57
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.35
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	8.85
d_A, Approach Delay [s/veh]	0.00		0.00		11.57	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.151

Intersection Setup

Name	Perris Blvd			Perris Blvd			Commercial Driveway 8					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Commercial Driveway 8					
Base Volume Input [veh/h]	0	0	14	0	1	0	0	0	0	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	569	0	0	534	62	0	0	52	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	569	14	0	535	62	0	0	52	0	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	142	4	0	134	16	0	0	13	0	0	4
Total Analysis Volume [veh/h]	93	569	14	0	535	62	0	0	52	0	0	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.08	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	11.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.26	0.00	0.00	11.10
Movement LOS	B	A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.08
95th-Percentile Queue Length [ft/ln]	13.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.75	0.00	0.00	2.03
d_A, Approach Delay [s/veh]	1.63			0.00			11.26			11.10		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.39											
Intersection LOS	B											

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

Control Type:	Signalized	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.360

Intersection Setup

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

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	95	0	26	27	490	0	2	394	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0000	1.0600	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	116	21	0	8	22	104	6	125	77	22
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	29	0	0	9	0	0	2	0	0	14
Total Hourly Volume [veh/h]	13	0	87	122	0	27	51	623	4	127	495	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9141	0.9141	0.9141	0.8277	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	22	31	0	7	14	170	1	38	150	13
Total Analysis Volume [veh/h]	13	0	87	122	0	27	56	682	4	153	598	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

Split [s]	0	28	0	0	28	0	16	17	0	35	36	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	33	33	33	33	33	33	33	33
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	2	10	10	4	12	12
g / C, Green / Cycle	0.23	0.23	0.06	0.30	0.30	0.12	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.06	0.09	0.03	0.18	0.18	0.08	0.17	0.17
s, saturation flow rate [veh/h]	1623	1576	1810	1900	1896	1810	1900	1847
c, Capacity [veh/h]	492	555	115	567	566	211	668	650
d1, Uniform Delay [s]	10.67	10.91	15.24	10.11	10.11	14.35	8.56	8.56
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.26	3.19	1.05	1.05	4.68	0.56	0.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.20	0.27	0.49	0.61	0.61	0.73	0.49	0.49
d, Delay for Lane Group [s/veh]	10.87	11.17	18.43	11.16	11.16	19.03	9.12	9.14
Lane Group LOS	B	B	B	B	B	B	A	A
Critical Lane Group	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.49	0.74	0.40	1.40	1.40	1.05	1.09	1.06
50th-Percentile Queue Length [ft/ln]	12.15	18.45	9.99	35.07	35.02	26.35	27.14	26.48
95th-Percentile Queue Length [veh/ln]	0.87	1.33	0.72	2.53	2.52	1.90	1.95	1.91
95th-Percentile Queue Length [ft/ln]	21.87	33.21	17.99	63.13	63.03	47.43	48.85	47.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.87	10.87	10.87	11.17	11.17	11.17	18.43	11.16	11.16	19.03	9.13	9.14
Movement LOS	B	B	B	B	B	B	B	B	B	B	A	A
d_A, Approach Delay [s/veh]	10.87			11.17			11.71			11.02		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	11.31											
Intersection LOS	B											
Intersection V/C	0.360											

Emissions

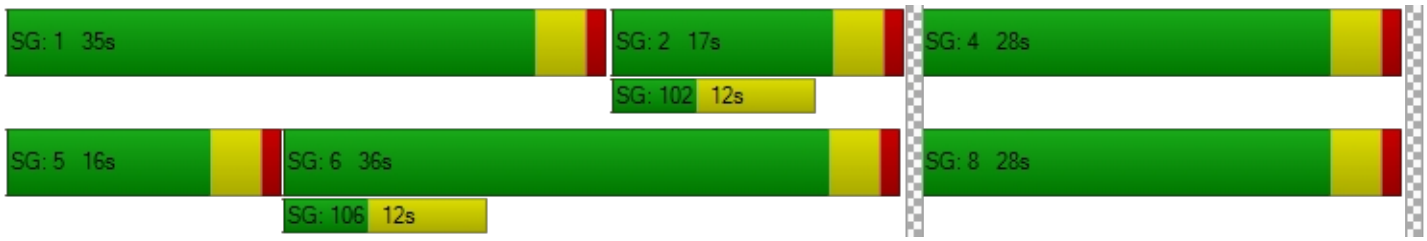
Vehicle Miles Traveled [mph]	2.36	3.52	5.13	31.45	31.39	14.77	31.80	30.95
Stops [stops/h]	52.24	79.34	42.97	150.82	150.57	113.30	116.68	113.87
Fuel consumption [US gal/h]	0.61	0.92	0.92	3.73	3.73	2.51	3.15	3.07
CO [g/h]	42.44	64.44	64.32	260.94	260.48	175.29	220.38	214.81
NOx [g/h]	8.26	12.54	12.51	50.77	50.68	34.10	42.88	41.79
VOC [g/h]	9.84	14.94	14.91	60.47	60.37	40.63	51.07	49.78

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	8.95	8.95	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	1.842	1.809	0.000	0.000
Crosswalk LOS	A	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1433	1433	776	1911
d_b, Bicycle Delay [s]	1.34	1.34	6.27	0.03
l_b,int, Bicycle LOS Score for Intersection	1.772	1.820	2.173	2.234
Bicycle LOS	A	A	B	B

Sequence

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



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

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	326	0	0	420
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0600	1.0000	1.0000	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	120	6	0	97
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	466	6	0	542
Peak Hour Factor	1.0000	1.0000	0.9141	0.9141	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	127	2	0	164
Total Analysis Volume [veh/h]	0	12	510	7	0	655
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	9.90	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.90		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	8	120	23	39	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	8	120	23	39	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	30	6	10	2
Total Analysis Volume [veh/h]	22	8	120	23	39	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	10.04	8.84	0.00	0.00	7.55	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.08	0.00
95th-Percentile Queue Length [ft/ln]	2.95	2.95	0.00	0.00	2.07	0.00
d_A, Approach Delay [s/veh]	9.72		0.00		6.26	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.66					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	30	62	66	0	47
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	30	62	66	0	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	16	17	0	12
Total Analysis Volume [veh/h]	0	30	62	66	0	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.74	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.33	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.74		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.28					
Intersection LOS	A					

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

Control Type:	Signalized	Delay (sec / veh):	5.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

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

Volumes

Name			Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	121	0	20	42	0	33
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	8
Total Hourly Volume [veh/h]	121	0	20	42	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	0	5	11	0	6
Total Analysis Volume [veh/h]	121	0	20	42	0	25
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	6	0	0	2	0	4
Auxiliary Signal Groups						
Maximum Green [s]	27	0	0	27	0	25
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	5	0	0	5	0	5
Pedestrian Clearance [s]	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

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

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	50	50	2
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.03
(v / s)_i Volume / Saturation Flow Rate	0.03	0.03	0.02	0.01	0.02
s, saturation flow rate [veh/h]	1900	1900	1291	3618	1615
c, Capacity [veh/h]	1587	1587	1133	3022	51
d1, Uniform Delay [s]	0.84	0.84	1.41	0.82	28.59
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.04	0.03	0.01	7.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.04	0.02	0.01	0.49
d, Delay for Lane Group [s/veh]	0.89	0.89	1.43	0.83	35.79
Lane Group LOS	A	A	A	A	D
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.02	0.02	0.03	0.00	0.44
50th-Percentile Queue Length [ft/ln]	0.50	0.50	0.65	0.09	10.97
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.05	0.01	0.79
95th-Percentile Queue Length [ft/ln]	0.89	0.89	1.17	0.16	19.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.89	0.89	1.43	0.83	0.00	35.79
Movement LOS	A	A	A	A		D
d_A, Approach Delay [s/veh]	0.89		1.03		35.79	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	5.12					
Intersection LOS	A					
Intersection V/C	0.047					

Emissions

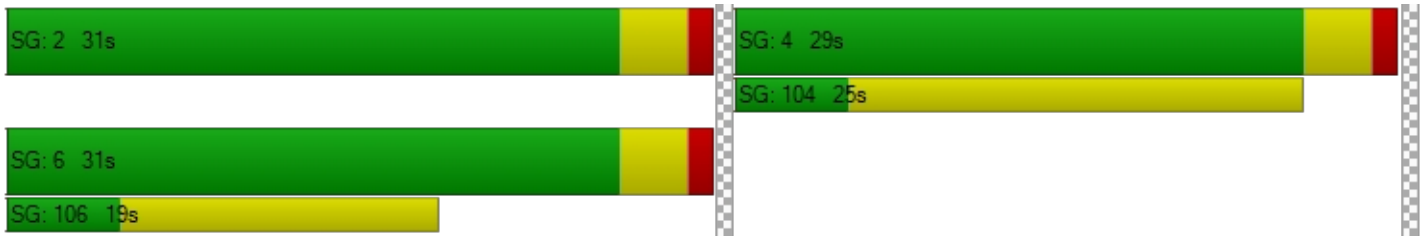
Vehicle Miles Traveled [mph]	5.50	5.50	0.79	1.65	2.24
Stops [stops/h]	1.19	1.19	1.56	0.42	26.34
Fuel consumption [US gal/h]	0.21	0.21	0.05	0.08	0.42
CO [g/h]	14.97	14.97	3.27	5.41	29.35
NOx [g/h]	2.91	2.91	0.64	1.05	5.71
VOC [g/h]	3.47	3.47	0.76	1.25	6.80

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.171	2.323	1.978
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.659	1.611	1.560
Bicycle LOS	A	A	A

Sequence

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



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

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	69	10	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	69	10	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	17	3	0	2
Total Analysis Volume [veh/h]	0	10	69	10	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.53	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.74	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.53		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.88					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	7	72	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	7	72	0	8	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	18	0	2	0
Total Analysis Volume [veh/h]	10	7	72	0	8	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.05	8.55	0.00	0.00	7.35	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	1.36	1.36	0.00	0.00	0.39	0.00
d_A, Approach Delay [s/veh]	8.84		0.00		7.35	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.16					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	154	0	5	62	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	154	0	5	62	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	0	1	16	0	1
Total Analysis Volume [veh/h]	154	0	5	62	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.51	0.00	0.00	8.70
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.26	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.56		8.70	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	62	10	0	42	0	60
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	10	0	42	0	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	3	0	11	0	15
Total Analysis Volume [veh/h]	62	10	0	42	0	60
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.69
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.18
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	4.61
d_A, Approach Delay [s/veh]	0.00		0.00		8.69	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.00					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	70	0	7	35	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	0	7	35	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	2	9	0	1
Total Analysis Volume [veh/h]	70	0	7	35	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.34	0.00	0.00	8.48
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.34	0.00	0.00	0.14
d_A, Approach Delay [s/veh]	0.00		1.22		8.48	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.60					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	42	4	2	33	18	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	4	2	33	18	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	1	1	8	5	7
Total Analysis Volume [veh/h]	42	4	2	33	18	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	9.01	8.58
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.10	0.00	3.59	3.59
d_A, Approach Delay [s/veh]	0.00		0.42		8.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.28					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	7.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	46	0	1	49	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	0	1	49	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	0	12	0	0
Total Analysis Volume [veh/h]	46	0	1	49	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	0.00	8.41
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.15		8.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	0	7	43	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	0	7	43	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	2	11	0	1
Total Analysis Volume [veh/h]	43	0	7	43	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	0.00	8.41
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.00	0.00	0.14
d_A, Approach Delay [s/veh]	0.00		1.02		8.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.71					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.122

Intersection Setup

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

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	94	0	0	0	0	0	0	91	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0600	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0600	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	17	0	0	79	6	8	0	8	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	17	100	0	79	6	8	0	8	96	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	25	0	20	2	2	0	2	24	0	0
Total Analysis Volume [veh/h]	8	17	100	0	79	6	8	0	8	96	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.12	0.00	0.00
d_M, Delay for Movement [s/veh]	7.37	0.00	0.00	7.43	0.00	0.00	9.58	0.00	8.74	10.20	10.60	9.22
Movement LOS	A	A	A	A	A	A	A		A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.00	0.00	0.00	0.06	0.00	0.06	0.41	0.41	0.41
95th-Percentile Queue Length [ft/ln]	0.39	0.39	0.39	0.00	0.00	0.00	1.39	0.00	1.39	10.35	10.35	10.35
d_A, Approach Delay [s/veh]	0.47			0.00			9.16			10.20		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	3.68											
Intersection LOS	B											

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

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	20	0	62	48	4	15	0	5	32	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	20	0	62	48	4	15	0	5	32	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	0	16	12	1	4	0	1	8	0	4
Total Analysis Volume [veh/h]	4	20	0	62	48	4	15	0	5	32	0	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.02	0.00	0.00	0.04	0.00	0.02
d_M, Delay for Movement [s/veh]	7.30	0.00	0.00	7.33	0.00	0.00	10.20	0.00	8.64	10.26	0.00	8.66
Movement LOS	A	A	A	A	A	A	B		A	B		A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.12	0.00	0.00	0.08	0.00	0.08	0.19	0.00	0.19
95th-Percentile Queue Length [ft/ln]	0.17	0.17	0.17	3.00	0.00	0.00	2.00	0.00	2.00	4.72	0.00	4.72
d_A, Approach Delay [s/veh]	1.22			3.98			9.81			9.73		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.57											
Intersection LOS	B											

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

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	42	0	4	39	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	0	4	39	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	1	10	0	1
Total Analysis Volume [veh/h]	42	0	4	39	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.28	0.00	0.00	8.41
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.19	0.00	0.00	0.14
d_A, Approach Delay [s/veh]	0.00		0.68		8.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	29	2	0	39	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	2	0	39	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	0	10	0	3
Total Analysis Volume [veh/h]	29	2	0	39	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.42
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.93
d_A, Approach Delay [s/veh]	0.00		0.00		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.32					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	5	10	19	84	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	10	19	84	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	3	5	21	1
Total Analysis Volume [veh/h]	5	5	10	19	84	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.18	8.72	7.37	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.82	0.82	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	8.95		2.54		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.31					
Intersection LOS	A					

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Harvest Landing

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Scenario 7 Opening Year II PP AM
10/14/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	1.015	92.3	F
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	NB Left	0.867	76.7	E
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.750	37.8	D
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	SB Left	0.772	20.1	C
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	EB Left	1.016	104.3	F
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	EB Left	0.598	13.1	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	WB Left	0.654	36.9	D
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	SB Left	0.651	31.7	C
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	SB Left	0.677	31.0	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.763	23.9	C
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	EB Left	0.836	52.7	D
12	Placentia Ave/Barrett Ave	Signalized	HCM 7th Edition	EB Left	0.672	33.9	C
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	NB Left	0.829	59.0	E
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	NB Left	1.131	76.2	E
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.621	14.2	B
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	EB Thru	0.638	22.1	C
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.368	43.0	D

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.790	60.5	E
19	Orange Ave/Barrett Ave	Signalized	HCM 7th Edition	SB Left	0.498	20.9	C
20	Orange Ave/Indian Ave	Signalized	HCM 7th Edition	EB Left	0.463	16.3	B
21	Orange Ave/Frontage Rd	Signalized	HCM 7th Edition	SB Left	0.667	100.6	F
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	NB Thru	0.511	14.9	B
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.512	16.8	B
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	WB Thru	0.809	57.9	E
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.703	27.5	C
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	EB Left	0.976	84.0	F
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	1.221	40.5	F
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.652	21.6	C
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.698	29.4	C
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	0.961	37.4	E
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.826	23.8	C
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.787	40.5	D
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.635	37.3	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.265	19.7	B
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	EB Left	0.269	21.6	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	EB Left	1.020	93.2	F
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	NB Left	0.238	10.2	B
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	WB Left	0.195	8.4	A

39	Barrett Ave/I-215 Frontage Road	Signalized	HCM 7th Edition	SB Left	0.345	17.0	B
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Right	0.009	8.5	A
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Left	0.114	12.7	B
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.078	12.1	B
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition	WB Right	0.011	8.6	A
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.073	11.4	B
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	NB Left	0.127	11.9	B
46	Commercial Driveway 9/Orange Ave	Signalized	HCM 7th Edition	EB Left	0.317	9.2	A
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.012	10.3	B
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.027	13.2	B
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.017	8.9	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition	WB Right	0.083	3.2	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.005	8.9	A
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.020	19.9	C
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	9.1	A
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.034	9.1	A
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.9	A
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.013	10.3	B
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	SB Left	0.001	7.7	A
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.003	8.9	A
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.084	10.6	B

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.035	10.9	B
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.9	A
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.008	8.9	A
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.004	9.8	A

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

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

Control Type:	Signalized	Delay (sec / veh):	92.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.015

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	238	715	299	170	520	40	25	267	74	294	506	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	787	12	0	1105	0	0	0	13	20	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	94	0	0	12	0	0	26	0	0	35
Total Hourly Volume [veh/h]	292	1652	280	206	1734	36	30	323	77	376	612	103
Peak Hour Factor	0.8987	0.8987	0.8987	0.7510	0.7510	0.7510	0.7777	0.7777	0.7777	0.7871	0.7871	0.7871
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	460	78	69	577	12	10	104	25	119	194	33
Total Analysis Volume [veh/h]	325	1838	312	274	2309	48	39	415	99	478	778	131
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	22	0	13	25	0	5	35	0	14	44	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	18	28	0	19	29	0	9	39	0	24	54	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	41	41	15	42	42	3	18	18	20	35	35
g / C, Green / Cycle	0.13	0.37	0.37	0.14	0.38	0.38	0.03	0.17	0.17	0.18	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.18	0.36	0.19	0.15	0.43	0.43	0.02	0.14	0.14	0.26	0.24	0.25
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1880	1810	1900	1776	1810	1900	1806
c, Capacity [veh/h]	230	1918	599	247	1374	714	58	315	294	329	600	570
d1, Uniform Delay [s]	48.00	33.78	27.00	47.50	34.11	34.11	52.69	44.46	44.55	45.00	34.08	34.18
k, delay calibration	0.50	0.50	0.50	0.48	0.50	0.50	0.11	0.11	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	208.80	12.78	3.22	89.24	66.79	76.96	12.95	5.94	6.77	220.05	2.21	2.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.41	0.96	0.52	1.11	1.13	1.13	0.68	0.84	0.85	1.45	0.77	0.78
d, Delay for Lane Group [s/veh]	256.80	46.57	30.22	136.74	100.90	111.08	65.63	50.41	51.32	265.05	36.29	36.66
Lane Group LOS	F	D	C	F	F	F	E	D	D	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	19.45	17.14	6.59	12.64	29.77	32.96	1.24	7.25	6.93	28.73	11.02	10.64
50th-Percentile Queue Length [ft/ln]	486.35	428.49	164.71	315.95	744.20	824.08	31.11	181.26	173.36	718.23	275.56	266.09
95th-Percentile Queue Length [veh/ln]	30.42	23.93	10.80	19.34	41.98	46.18	2.24	11.67	11.25	44.11	16.47	15.99
95th-Percentile Queue Length [ft/ln]	760.49	598.22	269.94	483.62	1049.49	1154.54	56.00	291.66	281.32	1102.71	411.68	399.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	256.80	46.57	30.22	136.74	104.26	111.08	65.63	50.74	51.32	265.05	36.44	36.66
Movement LOS	F	D	C	F	F	F	E	D	D	F	D	D
d_A, Approach Delay [s/veh]	72.11			107.77			51.89			115.24		
Approach LOS	E			F			D			F		
d_I, Intersection Delay [s/veh]	92.33											
Intersection LOS	F											
Intersection V/C	1.015											

Emissions

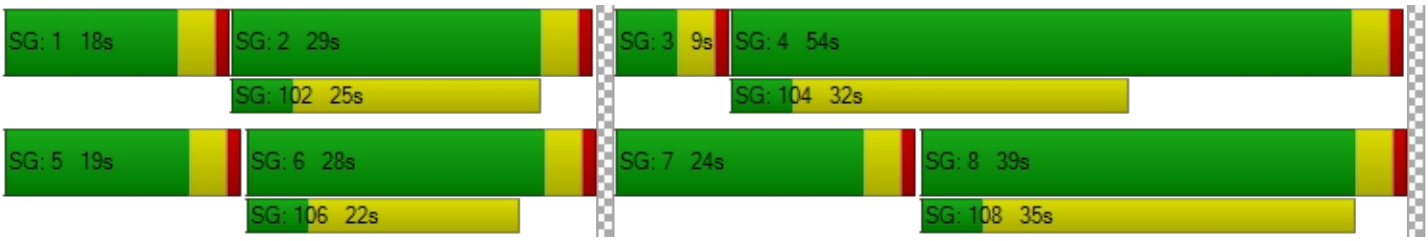
Vehicle Miles Traveled [mph]	162.84	920.92	156.33	17.07	96.40	50.44	2.72	18.44	17.45	31.44	30.51	29.27
Stops [stops/h]	636.68	1682.78	215.62	413.60	1948.45	1078.79	40.73	237.29	226.94	940.23	360.73	348.33
Fuel consumption [US gal/h]	30.48	69.91	9.96	13.35	59.30	33.44	1.12	6.29	6.03	38.54	8.96	8.65
CO [g/h]	2130.47	4886.40	696.09	933.23	4144.98	2337.54	78.33	439.77	421.45	2694.26	626.08	604.96
NOx [g/h]	414.51	950.72	135.43	181.57	806.46	454.80	15.24	85.56	82.00	524.21	121.81	117.70
VOC [g/h]	493.76	1132.47	161.32	216.28	960.64	541.75	18.15	101.92	97.67	624.42	145.10	140.20

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.872	3.601	2.858	3.097
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	436	455	636	909
d_b, Bicycle Delay [s]	33.62	32.84	25.57	16.36
l_b,int, Bicycle LOS Score for Intersection	2.973	3.013	2.037	2.733
Bicycle LOS	C	C	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	76.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.867

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	84	980	159	100	746	7	19	148	81	213	137	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	803	9	0	1137	0	0	0	18	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	50	0	0	2	0	0	29	0	0	57
Total Hourly Volume [veh/h]	110	1989	151	121	2040	6	23	179	87	271	166	169
Peak Hour Factor	0.8910	0.8910	0.8910	0.7568	0.7568	0.7568	0.7348	0.7348	0.7348	0.8323	0.8323	0.8323
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	558	42	40	674	2	8	61	30	81	50	51
Total Analysis Volume [veh/h]	123	2232	169	160	2696	8	31	244	118	326	199	203
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	27	0	9	29	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	33	0	11	35	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	48	48	7	50	50	17	17	17	23	23	23
g / C, Green / Cycle	0.05	0.43	0.43	0.06	0.45	0.45	0.15	0.15	0.15	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.07	0.44	0.45	0.09	0.49	0.49	0.02	0.13	0.07	0.18	0.10	0.13
s, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1897	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	82	1571	796	115	1637	859	274	288	245	371	389	331
d1, Uniform Delay [s]	52.50	31.11	31.11	51.50	30.11	30.11	40.27	45.41	42.70	42.42	38.84	39.78
k, delay calibration	0.37	0.50	0.50	0.41	0.50	0.50	0.11	0.11	0.11	0.22	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	263.93	24.55	38.90	212.85	48.37	56.18	0.18	6.79	1.47	12.51	1.04	1.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.50	1.01	1.03	1.39	1.08	1.08	0.11	0.85	0.48	0.88	0.51	0.61
d, Delay for Lane Group [s/veh]	316.43	55.66	70.01	264.35	78.47	86.29	40.45	52.20	44.17	54.93	39.88	41.62
Lane Group LOS	F	F	F	F	F	F	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.24	24.39	27.89	9.89	30.66	34.02	0.73	6.87	2.98	9.62	4.77	5.04
50th-Percentile Queue Length [ft/ln]	205.91	609.82	697.36	247.21	766.42	850.45	18.16	171.72	74.40	240.60	119.31	125.93
95th-Percentile Queue Length [veh/ln]	14.20	32.68	37.30	16.50	42.17	46.33	1.31	11.17	5.36	14.71	8.35	8.72
95th-Percentile Queue Length [ft/ln]	355.11	817.00	932.57	412.55	1054.34	1158.30	32.69	279.17	133.93	367.80	208.87	217.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	316.43	59.83	70.01	264.35	81.15	86.29	40.45	52.20	44.17	54.93	39.88	41.62
Movement LOS	F	E	E	F	F	F	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	73.02			91.40			48.86			47.11		
Approach LOS	E			F			D			D		
d_I, Intersection Delay [s/veh]	76.75											
Intersection LOS	E											
Intersection V/C	0.867											

Emissions

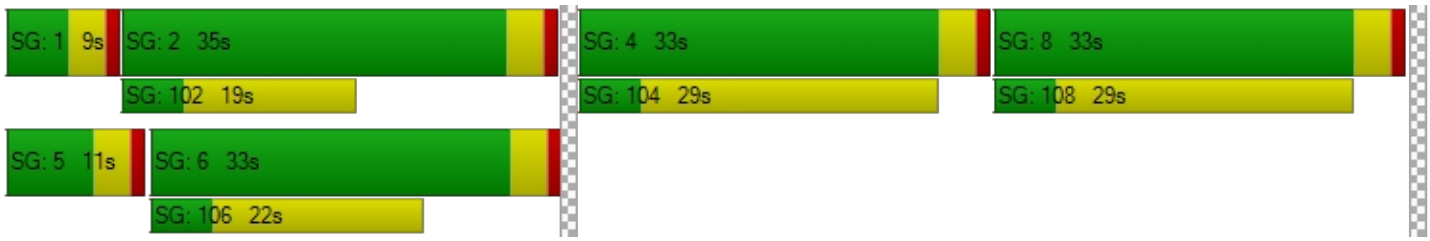
Vehicle Miles Traveled [mph]	202.35	2604.86	1345.14	80.17	888.32	466.50	2.59	20.38	9.86	38.76	23.66	24.14
Stops [stops/h]	269.55	1596.61	912.91	323.62	2006.63	1113.32	23.77	224.80	97.40	314.97	156.18	164.85
Fuel consumption [US gal/h]	18.21	127.07	69.11	15.38	83.71	46.18	0.58	5.53	2.37	8.13	4.00	4.20
CO [g/h]	1272.63	8882.38	4830.52	1074.85	5851.23	3228.02	40.64	386.55	165.69	568.05	279.39	293.82
NOx [g/h]	247.61	1728.19	939.84	209.13	1138.44	628.06	7.91	75.21	32.24	110.52	54.36	57.17
VOC [g/h]	294.94	2058.58	1119.52	249.11	1356.08	748.12	9.42	89.59	38.40	131.65	64.75	68.10

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.876	3.734	2.429	2.758
Crosswalk LOS	D	D	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	527	564	527	527
d_b, Bicycle Delay [s]	29.82	28.37	29.82	29.82
l_b,int, Bicycle LOS Score for Intersection	2.975	3.136	2.256	2.855
Bicycle LOS	C	C	B	C

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	37.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.750

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	124	902	0	87	678	277	165	36	23	0	276	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	819	4	0	1168	0	0	0	13	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	84	0	0	10	0	0	71
Total Hourly Volume [veh/h]	154	1910	3	105	1988	251	200	44	31	13	334	212
Peak Hour Factor	0.8289	0.8289	0.8289	0.9148	0.9148	0.9148	0.9538	0.9538	0.9538	0.8413	0.8413	0.8413
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	576	1	29	543	69	52	12	8	4	99	63
Total Analysis Volume [veh/h]	186	2304	4	115	2173	274	210	46	33	15	397	252
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	40	0	5	39	0	13	44	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	9	39	0	11	42	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	53	53	5	52	52	7	24	24	2	19	19
g / C, Green / Cycle	0.06	0.53	0.53	0.05	0.52	0.52	0.07	0.24	0.24	0.02	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.45	0.00	0.03	0.42	0.17	0.12	0.01	0.02	0.00	0.08	0.16
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	211	2755	860	176	2703	843	127	869	388	62	972	303
d1, Uniform Delay [s]	46.65	19.72	10.97	46.65	19.67	13.75	46.50	29.23	29.47	48.47	35.73	39.08
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.32	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.37	3.20	0.01	4.09	2.65	1.02	317.59	0.03	0.09	2.01	0.28	5.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.84	0.00	0.65	0.80	0.32	1.66	0.05	0.09	0.24	0.41	0.83
d, Delay for Lane Group [s/veh]	58.02	22.92	10.98	50.74	22.33	14.77	364.09	29.26	29.56	50.48	36.00	44.94
Lane Group LOS	E	C	B	D	C	B	F	C	C	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.55	13.85	0.04	1.46	12.77	3.44	14.21	0.41	0.60	0.20	2.75	6.17
50th-Percentile Queue Length [ft/ln]	63.67	346.24	1.00	36.41	319.15	85.96	355.18	10.29	15.03	4.90	68.74	154.23
95th-Percentile Queue Length [veh/ln]	4.58	19.95	0.07	2.62	18.63	6.19	23.31	0.74	1.08	0.35	4.95	10.24
95th-Percentile Queue Length [ft/ln]	114.61	498.82	1.80	65.54	465.64	154.73	582.74	18.53	27.05	8.82	123.73	256.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.02	22.92	10.98	50.74	22.33	14.77	364.09	29.26	29.56	50.48	36.00	44.94
Movement LOS	E	C	B	D	C	B	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	25.52			22.79			272.60			39.72		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	37.81											
Intersection LOS	D											
Intersection V/C	0.750											

Emissions

Vehicle Miles Traveled [mph]	69.39	859.49	1.49	189.19	3574.91	450.77	31.42	6.88	4.94	1.82	48.22	30.61
Stops [stops/h]	183.38	1495.75	1.44	104.87	1378.72	123.78	511.47	29.65	21.64	14.11	296.95	222.10
Fuel consumption [US gal/h]	6.85	58.81	0.08	8.98	149.55	17.81	22.99	0.88	0.64	0.39	8.25	6.12
CO [g/h]	479.12	4110.52	5.45	627.44	10453.8	1245.20	1607.16	61.40	44.51	27.40	576.92	427.44
NOx [g/h]	93.22	799.76	1.06	122.08	2033.94	242.27	312.69	11.95	8.66	5.33	112.25	83.16
VOC [g/h]	111.04	952.65	1.26	145.41	2422.78	288.59	372.47	14.23	10.32	6.35	133.71	99.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.625	3.866	2.874	3.103
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	720	700	760	720
d_b, Bicycle Delay [s]	20.48	21.13	19.22	20.48
l_b,int, Bicycle LOS Score for Intersection	2.932	3.015	1.806	1.964
Bicycle LOS	C	C	A	A

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	26	1079	39	34	696	43	20	20	22	11	32	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	826	4	0	1194	0	0	0	13	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	13	0	0	10	0	0	2
Total Hourly Volume [veh/h]	35	2132	38	41	2036	39	24	24	30	26	39	5
Peak Hour Factor	0.8408	0.8408	0.8408	0.9137	0.9137	0.9137	0.6630	0.6630	0.6630	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	634	11	11	557	11	9	9	11	8	12	2
Total Analysis Volume [veh/h]	42	2536	45	45	2228	43	36	36	45	33	49	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	25	0	5	25	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	31	42	0	27	38	0	18	33	0	18	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	87	87	4	88	88	4	9	9	3	9	9
g / C, Green / Cycle	0.03	0.73	0.73	0.03	0.73	0.73	0.03	0.08	0.08	0.03	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.02	0.70	0.03	0.02	0.41	0.41	0.02	0.02	0.03	0.02	0.01	0.01
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1882	1810	1900	1615	1810	1900	1829
c, Capacity [veh/h]	57	2633	1176	59	2637	1371	53	148	126	51	146	140
d1, Uniform Delay [s]	57.58	14.86	4.57	57.57	7.51	7.52	57.68	51.98	52.46	57.74	51.90	51.92
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.18	10.80	0.06	17.82	0.89	1.71	14.15	0.84	1.70	13.27	0.62	0.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.96	0.04	0.76	0.57	0.57	0.68	0.24	0.36	0.65	0.19	0.20
d, Delay for Lane Group [s/veh]	73.77	25.66	4.63	75.39	8.39	9.23	71.84	52.82	54.16	71.02	52.52	52.59
Lane Group LOS	E	C	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.49	27.24	0.27	1.62	7.26	7.90	1.28	1.05	1.34	1.17	0.80	0.80
50th-Percentile Queue Length [ft/ln]	37.33	681.01	6.85	40.42	181.40	197.57	32.07	26.21	33.46	29.28	20.00	19.90
95th-Percentile Queue Length [veh/ln]	2.69	35.80	0.49	2.91	11.67	12.51	2.31	1.89	2.41	2.11	1.44	1.43
95th-Percentile Queue Length [ft/ln]	67.19	895.00	12.33	72.76	291.84	312.83	57.72	47.17	60.23	52.70	35.99	35.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.77	25.66	4.63	75.39	8.67	9.23	71.84	52.82	54.16	71.02	52.55	52.59
Movement LOS	E	C	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	26.07			9.98			59.19			59.48		
Approach LOS	C			A			E			E		
d_I, Intersection Delay [s/veh]	20.15											
Intersection LOS	C											
Intersection V/C	0.772											

Emissions

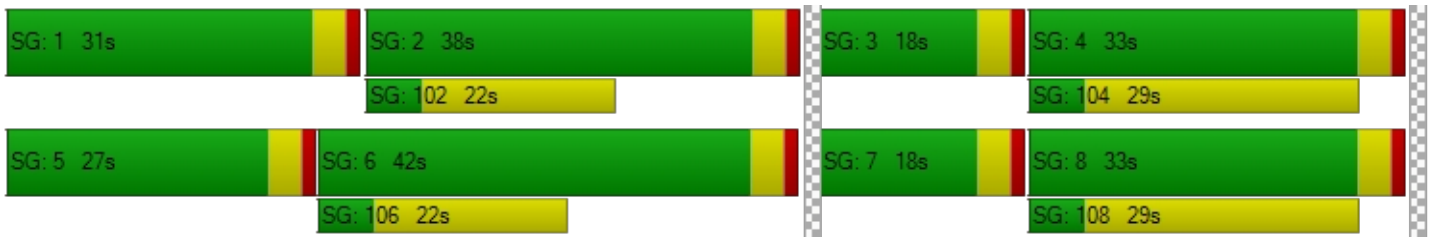
Vehicle Miles Traveled [mph]	21.14	1276.70	22.65	16.79	556.67	290.51	1.98	1.98	2.48	2.19	1.83	1.82
Stops [stops/h]	44.79	1634.43	8.22	48.50	435.36	237.09	38.48	31.45	40.15	35.14	24.00	23.88
Fuel consumption [US gal/h]	1.91	77.33	0.92	1.87	27.04	14.37	0.89	0.70	0.89	0.82	0.55	0.54
CO [g/h]	133.66	5405.06	64.39	130.63	1890.33	1004.42	62.30	48.86	62.38	57.65	38.11	37.91
NOx [g/h]	26.01	1051.63	12.53	25.42	367.79	195.42	12.12	9.51	12.14	11.22	7.42	7.38
VOC [g/h]	30.98	1252.67	14.92	30.27	438.10	232.78	14.44	11.32	14.46	13.36	8.83	8.79

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.662	3.653	2.392	2.370
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	567	483	483
d_b, Bicycle Delay [s]	28.02	30.82	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.734	2.841	1.664	1.634
Bicycle LOS	D	C	A	A

Sequence

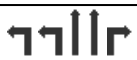
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Control Type:	Signalized	Delay (sec / veh):	104.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.016

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	207	671	83	118	352	244	328	618	63	87	1039	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	544	12	0	813	406	290	9	0	23	21	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	28	0	0	175	0	0	19	0	0	37
Total Hourly Volume [veh/h]	252	1356	84	143	1239	526	687	757	57	128	1278	109
Peak Hour Factor	0.7878	0.7878	0.7878	0.8529	0.8529	0.8529	0.9048	0.9048	0.9048	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	430	27	42	363	154	190	209	16	35	346	30
Total Analysis Volume [veh/h]	320	1721	107	168	1453	617	759	837	63	139	1385	118
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

Split [s]	13	52	0	9	48	0	23	45	0	14	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	48	48	5	44	44	19	44	44	7	32	32
g / C, Green / Cycle	0.08	0.40	0.40	0.04	0.37	0.37	0.16	0.37	0.37	0.06	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.48	0.07	0.05	0.40	0.38	0.22	0.16	0.04	0.04	0.28	0.28
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1825
c, Capacity [veh/h]	264	1447	646	146	1326	592	556	1903	594	201	965	487
d1, Uniform Delay [s]	55.50	36.00	23.13	57.50	38.00	38.00	50.50	28.61	24.96	55.52	44.00	44.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.20	0.11	0.11	0.11	0.11	0.48
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	104.11	92.40	0.55	82.87	55.08	48.35	168.57	0.16	0.08	4.20	23.83	49.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.21	1.19	0.17	1.15	1.10	1.04	1.36	0.44	0.11	0.69	1.04	1.04
d, Delay for Lane Group [s/veh]	159.61	128.40	23.68	140.37	93.08	86.35	219.07	28.77	25.03	59.72	67.83	93.63
Lane Group LOS	F	F	C	F	F	F	F	C	C	E	F	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.70	38.39	1.98	3.85	28.52	24.36	20.97	5.70	1.13	2.10	16.63	20.26
50th-Percentile Queue Length [ft/ln]	192.40	959.72	49.56	96.33	713.02	608.96	524.27	142.39	28.23	52.55	415.66	506.48
95th-Percentile Queue Length [veh/ln]	13.02	54.59	3.57	6.94	39.68	33.40	32.47	9.61	2.03	3.78	23.81	28.26
95th-Percentile Queue Length [ft/ln]	325.40	1364.81	89.21	173.40	992.08	835.09	811.75	240.24	50.81	94.60	595.26	706.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	159.61	128.40	23.68	140.37	93.08	86.35	219.07	28.77	25.03	59.72	75.02	93.63
Movement LOS	F	F	C	F	F	F	F	C	C	E	E	F
d_A, Approach Delay [s/veh]	127.83			94.77			115.69			75.06		
Approach LOS	F			F			F			E		
d_I, Intersection Delay [s/veh]	104.32											
Intersection LOS	F											
Intersection V/C	1.016											

Emissions

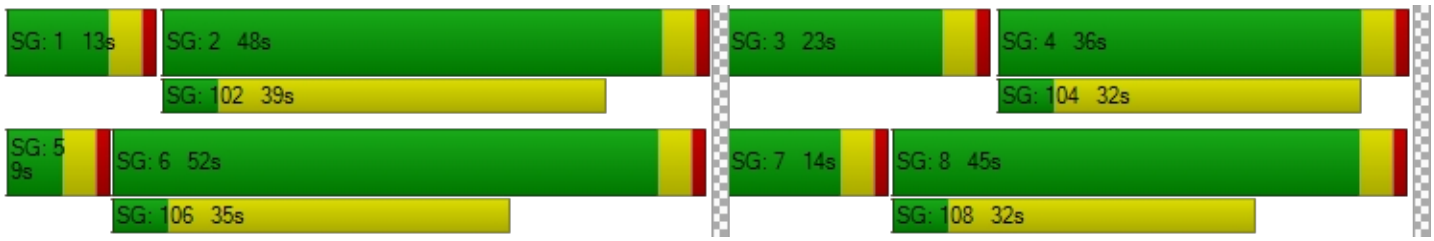
Vehicle Miles Traveled [mph]	158.98	855.01	53.16	84.58	731.48	310.62	189.69	209.18	15.74	15.10	108.48	54.75
Stops [stops/h]	461.75	2303.33	59.47	231.19	1711.25	730.76	1258.25	512.62	33.87	126.13	997.58	607.78
Fuel consumption [US gal/h]	21.58	102.91	3.08	10.57	73.87	30.57	63.55	21.42	1.48	4.54	35.94	22.72
CO [g/h]	1508.64	7193.23	215.10	738.96	5163.34	2137.09	4441.88	1497.21	103.23	317.13	2512.51	1588.46
NOx [g/h]	293.53	1399.54	41.85	143.78	1004.60	415.80	864.23	291.30	20.09	61.70	488.84	309.06
VOC [g/h]	349.64	1667.10	49.85	171.26	1196.65	495.29	1029.45	346.99	23.92	73.50	582.30	368.14

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.484	3.912	3.721	3.423
Crosswalk LOS	C	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	733	683	533
d_b, Bicycle Delay [s]	21.60	24.07	26.00	32.27
l_b,int, Bicycle LOS Score for Intersection	3.355	3.550	2.483	2.483
Bicycle LOS	C	D	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.598

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	24	999	6	9	414	35	8	105	5	12	103	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	558	0	0	836	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	11	0	0	2	0	0	5
Total Hourly Volume [veh/h]	29	1767	5	11	1337	31	10	127	4	15	125	13
Peak Hour Factor	0.8643	0.8643	0.8643	0.7467	0.7467	0.7467	0.8393	0.8393	0.8393	0.8520	0.8520	0.8520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	511	1	4	448	10	3	38	1	4	37	4
Total Analysis Volume [veh/h]	34	2044	6	15	1790	42	12	151	5	18	147	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	5	26	0	5	32	0	11	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	10	31	0	24	36	0	24	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	70	70	2	69	69	1	10	10	2	10	10
g / C, Green / Cycle	0.03	0.70	0.70	0.02	0.69	0.69	0.01	0.10	0.10	0.02	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.37	0.37	0.01	0.49	0.03	0.01	0.04	0.00	0.01	0.08	0.01
s, saturation flow rate [veh/h]	1810	3618	1897	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	55	2543	1333	31	2494	1113	27	360	161	37	200	170
d1, Uniform Delay [s]	47.88	7.03	7.03	48.70	9.55	4.95	48.85	42.31	40.67	48.47	43.41	40.42
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.50	0.79	1.51	11.09	1.81	0.06	11.08	0.78	0.08	9.65	5.22	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.53	0.53	0.48	0.72	0.04	0.45	0.42	0.03	0.49	0.74	0.09
d, Delay for Lane Group [s/veh]	58.38	7.82	8.53	59.78	11.35	5.01	59.92	43.08	40.74	58.12	48.63	40.65
Lane Group LOS	E	A	A	E	B	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.97	5.27	5.79	0.47	10.76	0.27	0.38	1.77	0.11	0.54	3.76	0.34
50th-Percentile Queue Length [ft/ln]	24.28	131.77	144.87	11.63	268.99	6.66	9.40	44.14	2.83	13.43	93.91	8.50
95th-Percentile Queue Length [veh/ln]	1.75	9.04	9.74	0.84	16.14	0.48	0.68	3.18	0.20	0.97	6.76	0.61
95th-Percentile Queue Length [ft/ln]	43.70	225.90	243.57	20.93	403.47	11.98	16.92	79.44	5.10	24.18	169.04	15.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.38	8.06	8.53	59.78	11.35	5.01	59.92	43.08	40.74	58.12	48.63	40.65
Movement LOS	E	A	A	E	B	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	8.88			11.60			44.22			48.91		
Approach LOS	A			B			D			D		
d_I, Intersection Delay [s/veh]	13.13											
Intersection LOS	B											
Intersection V/C	0.598											

Emissions

Vehicle Miles Traveled [mph]	6.68	264.02	138.50	7.45	889.29	20.87	6.02	75.73	2.51	4.83	39.42	4.02
Stops [stops/h]	34.96	379.50	208.62	16.75	774.68	9.58	13.54	127.11	4.08	19.34	135.24	12.24
Fuel consumption [US gal/h]	1.07	15.91	8.57	0.58	45.03	0.95	0.48	5.17	0.17	0.54	3.97	0.37
CO [g/h]	74.62	1111.97	598.77	40.67	3147.28	66.74	33.38	361.13	11.72	37.91	277.80	25.82
NOx [g/h]	14.52	216.35	116.50	7.91	612.35	12.99	6.49	70.26	2.28	7.38	54.05	5.02
VOC [g/h]	17.29	257.71	138.77	9.42	729.41	15.47	7.74	83.69	2.72	8.79	64.38	5.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.418	3.164	2.539	2.535
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	540	640	640
d_b, Bicycle Delay [s]	27.38	26.65	23.12	23.12
l_b,int, Bicycle LOS Score for Intersection	2.707	3.092	1.700	1.865
Bicycle LOS	B	C	A	A

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	36.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

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

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	84	431	14	98	395	189	120	268	45	23	398	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	0	0	0	18	8	208	8	0	193	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	62	0	0	16	0	0	42
Total Hourly Volume [veh/h]	119	522	13	119	478	185	153	532	46	28	675	127
Peak Hour Factor	0.9010	0.9010	0.9010	0.8191	0.8191	0.8191	0.8730	0.8730	0.8730	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	145	4	36	146	56	44	152	13	8	203	38
Total Analysis Volume [veh/h]	132	579	14	145	584	226	175	609	53	34	810	152
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

Split [s]	16	26	0	17	27	0	22	39	0	18	35	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	34	34	10	34	34	12	37	37	3	29	29
g / C, Green / Cycle	0.09	0.34	0.34	0.10	0.34	0.34	0.12	0.37	0.37	0.03	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.07	0.16	0.16	0.08	0.22	0.22	0.10	0.18	0.18	0.02	0.26	0.26
s, saturation flow rate [veh/h]	1810	1900	1884	1810	1900	1722	1810	1900	1847	1810	1900	1797
c, Capacity [veh/h]	163	639	634	177	654	593	210	709	690	58	550	520
d1, Uniform Delay [s]	44.65	26.11	26.11	44.23	27.70	27.70	43.24	23.84	23.85	47.72	34.12	34.12
k, delay calibration	0.12	0.50	0.50	0.13	0.50	0.50	0.11	0.11	0.11	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.38	2.43	2.45	10.88	4.95	5.45	8.29	0.49	0.51	8.87	11.00	11.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.47	0.47	0.82	0.65	0.65	0.83	0.47	0.47	0.58	0.90	0.90
d, Delay for Lane Group [s/veh]	55.02	28.54	28.56	55.12	32.65	33.15	51.52	24.33	24.35	56.59	45.12	45.65
Lane Group LOS	E	C	C	E	C	C	D	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.59	5.76	5.72	3.96	9.04	8.27	4.55	5.73	5.58	0.95	12.49	11.89
50th-Percentile Queue Length [ft/ln]	89.86	143.89	142.88	99.01	225.96	206.80	113.78	143.27	139.44	23.82	312.18	297.16
95th-Percentile Queue Length [veh/ln]	6.47	9.69	9.64	7.13	13.97	12.99	8.05	9.66	9.45	1.71	18.28	17.54
95th-Percentile Queue Length [ft/ln]	161.74	242.25	240.89	178.21	349.22	324.72	201.24	241.42	236.27	42.87	457.07	438.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.02	28.55	28.56	55.12	32.79	33.15	51.52	24.34	24.35	56.59	45.33	45.65
Movement LOS	E	C	C	E	C	C	D	C	C	E	D	D
d_A, Approach Delay [s/veh]	33.37			36.27			30.03			45.76		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	36.87											
Intersection LOS	D											
Intersection V/C	0.654											

Emissions

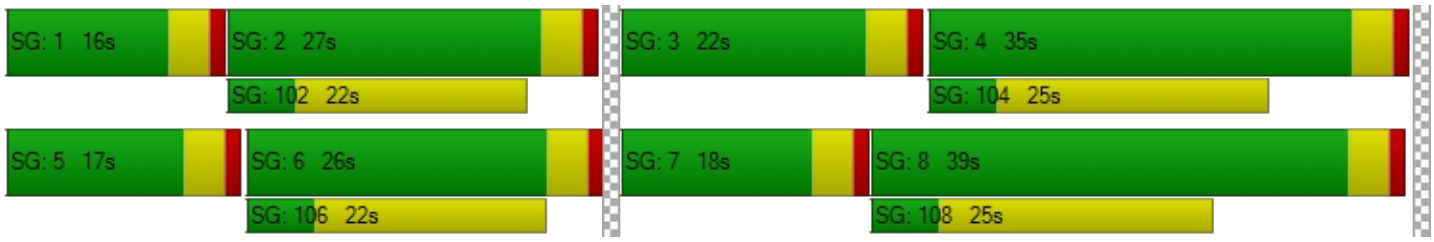
Vehicle Miles Traveled [mph]	19.97	45.04	44.69	16.67	48.86	44.28	105.73	202.75	197.21	6.32	91.86	86.88
Stops [stops/h]	129.39	207.20	205.74	142.57	325.38	297.80	163.84	206.31	200.79	34.29	449.54	427.91
Fuel consumption [US gal/h]	3.46	5.38	5.34	3.62	7.77	7.11	7.50	11.18	10.87	1.03	13.28	12.64
CO [g/h]	242.16	375.87	373.16	253.32	543.15	496.94	523.97	781.25	760.09	72.31	928.10	883.67
NOx [g/h]	47.12	73.13	72.60	49.29	105.68	96.69	101.95	152.00	147.89	14.07	180.58	171.93
VOC [g/h]	56.12	87.11	86.48	58.71	125.88	115.17	121.43	181.06	176.16	16.76	215.10	204.80

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.680	2.906	2.939	2.896
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	440	460	700	620
d_b, Bicycle Delay [s]	30.42	29.65	21.13	23.81
l_b,int, Bicycle LOS Score for Intersection	2.161	2.399	2.263	2.416
Bicycle LOS	B	B	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	31.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	37	274	152	40	113	23	14	150	12	173	442	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	26	22	7	70	9	31	235	7	10	217	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	52	0	0	9	0	0	6	0	0	18
Total Hourly Volume [veh/h]	68	358	154	55	207	28	48	417	16	219	752	52
Peak Hour Factor	0.8238	0.8238	0.8238	0.8554	0.8554	0.8554	0.8688	0.8688	0.8688	0.9003	0.9003	0.9003
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	109	47	16	60	8	14	120	5	61	209	14
Total Analysis Volume [veh/h]	83	435	187	64	242	33	55	480	18	243	835	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	10	24	0	13	27	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	26	0	10	26	0	9	26	0	18	35	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	26	26	4	25	25	4	22	22	13	31	31
g / C, Green / Cycle	0.06	0.32	0.32	0.05	0.31	0.31	0.04	0.27	0.27	0.16	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.12	0.04	0.13	0.02	0.03	0.25	0.01	0.13	0.24	0.24
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1857
c, Capacity [veh/h]	109	608	517	89	588	500	82	520	442	284	732	716
d1, Uniform Delay [s]	37.04	23.97	20.91	37.49	21.86	19.48	37.61	28.23	21.34	32.84	19.82	19.82
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.33	0.11	0.24	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.56	7.04	1.96	10.37	2.13	0.25	9.16	17.83	0.04	14.84	1.18	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.71	0.36	0.72	0.41	0.07	0.67	0.92	0.04	0.86	0.62	0.62
d, Delay for Lane Group [s/veh]	47.60	31.01	22.86	47.86	23.99	19.73	46.76	46.06	21.37	47.68	21.00	21.04
Lane Group LOS	D	C	C	D	C	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.87	7.94	2.81	1.45	3.74	0.45	1.21	10.65	0.23	5.43	6.21	6.08
50th-Percentile Queue Length [ft/ln]	46.65	198.58	70.33	36.32	93.42	11.18	30.26	266.23	5.84	135.78	155.31	152.07
95th-Percentile Queue Length [veh/ln]	3.36	12.57	5.06	2.62	6.73	0.80	2.18	16.00	0.42	9.25	10.30	10.13
95th-Percentile Queue Length [ft/ln]	83.97	314.13	126.60	65.38	168.16	20.12	54.46	400.02	10.50	231.32	257.51	253.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.60	31.01	22.86	47.86	23.99	19.73	46.76	46.06	21.37	47.68	21.02	21.04
Movement LOS	D	C	C	D	C	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	30.80			28.08			45.33			26.72		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	31.71											
Intersection LOS	C											
Intersection V/C	0.651											

Emissions

Vehicle Miles Traveled [mph]	36.48	191.20	82.19	5.04	19.05	2.60	3.64	31.75	1.19	35.41	65.79	64.34
Stops [stops/h]	83.97	357.45	126.60	65.38	168.16	20.12	54.46	479.21	10.50	244.40	279.56	273.73
Fuel consumption [US gal/h]	2.83	12.72	4.96	1.31	3.17	0.38	1.33	11.55	0.25	6.61	7.66	7.50
CO [g/h]	197.54	889.20	346.36	91.37	221.75	26.76	92.63	807.02	17.45	462.05	535.47	524.18
NOx [g/h]	38.43	173.01	67.39	17.78	43.14	5.21	18.02	157.02	3.40	89.90	104.18	101.99
VOC [g/h]	45.78	206.08	80.27	21.18	51.39	6.20	21.47	187.03	4.05	107.09	124.10	121.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.561	2.516	2.748	2.888
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	550	775
d_b, Bicycle Delay [s]	21.03	21.03	21.03	15.01
l_b,int, Bicycle LOS Score for Intersection	2.809	2.134	2.482	2.512
Bicycle LOS	C	B	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	31.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.677

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	19	888	51	28	328	30	25	84	14	125	222	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	544	108	193	635	31	0	0	0	53	16	153
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	43	0	0	17	0	0	4	0	0	75
Total Hourly Volume [veh/h]	23	1618	127	227	1032	50	30	102	13	204	285	226
Peak Hour Factor	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	461	36	65	294	14	9	29	4	58	81	64
Total Analysis Volume [veh/h]	26	1843	145	259	1175	57	34	116	15	232	325	257
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	8	29	0	5	32	0	8	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	30	0	26	41	0	25	36	0	28	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	58	58	19	74	74	3	10	10	17	24	24
g / C, Green / Cycle	0.02	0.48	0.48	0.16	0.61	0.61	0.03	0.08	0.08	0.14	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.01	0.36	0.09	0.14	0.23	0.04	0.02	0.03	0.01	0.13	0.09	0.16
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	44	2485	775	287	3180	992	52	300	134	262	720	321
d1, Uniform Delay [s]	57.94	25.19	17.82	49.56	11.54	9.25	57.67	52.13	50.93	50.33	42.29	45.78
k, delay calibration	0.11	0.50	0.50	0.28	0.50	0.50	0.11	0.11	0.11	0.18	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.83	2.04	0.53	21.44	0.33	0.11	12.90	0.81	0.37	14.81	0.44	4.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.74	0.19	0.90	0.37	0.06	0.65	0.39	0.11	0.89	0.45	0.80
d, Delay for Lane Group [s/veh]	69.77	27.23	18.35	71.00	11.87	9.36	70.57	52.94	51.29	65.14	42.74	50.37
Lane Group LOS	E	C	B	E	B	A	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.91	13.59	2.31	9.11	4.79	0.58	1.19	1.65	0.42	7.72	4.18	7.48
50th-Percentile Queue Length [ft/ln]	22.73	339.77	57.64	227.74	119.87	14.45	29.64	41.32	10.57	192.89	104.39	187.05
95th-Percentile Queue Length [veh/ln]	1.64	19.64	4.15	14.06	8.39	1.04	2.13	2.97	0.76	12.27	7.52	11.97
95th-Percentile Queue Length [ft/ln]	40.91	490.92	103.75	351.48	209.65	26.02	53.34	74.37	19.02	306.77	187.89	299.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.77	27.23	18.35	71.00	11.87	9.36	70.57	52.94	51.29	65.14	42.74	50.37
Movement LOS	E	C	B	E	B	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	27.14			22.05			56.42			51.53		
Approach LOS	C			C			E			D		
d_I, Intersection Delay [s/veh]	30.95											
Intersection LOS	C											
Intersection V/C	0.677											

Emissions

Vehicle Miles Traveled [mph]	10.79	764.96	60.18	77.36	350.94	17.02	2.40	8.20	1.06	42.70	59.82	47.30
Stops [stops/h]	27.27	1223.16	69.17	273.28	431.53	17.35	35.56	99.16	12.68	231.47	250.53	224.46
Fuel consumption [US gal/h]	1.08	51.64	3.46	9.79	20.23	0.91	1.01	2.76	0.35	7.42	7.99	7.05
CO [g/h]	75.36	3609.82	242.17	684.39	1414.35	63.45	70.80	193.17	24.50	518.42	558.61	492.55
NOx [g/h]	14.66	702.34	47.12	133.16	275.18	12.35	13.77	37.58	4.77	100.87	108.69	95.83
VOC [g/h]	17.47	836.61	56.12	158.62	327.79	14.71	16.41	44.77	5.68	120.15	129.46	114.15

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.439	3.444	2.619	2.929
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	617	533	583
d_b, Bicycle Delay [s]	36.82	28.70	32.27	30.10
l_b,int, Bicycle LOS Score for Intersection	2.691	2.389	1.699	2.293
Bicycle LOS	B	B	A	B

Sequence

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

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

Control Type:	All-way stop	Delay (sec / veh):	23.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	101	339	14	52	200	45	62	108	53	3	146	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	25	5	10	12	69	70	87	0	1	122	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	435	22	73	254	123	145	218	64	5	299	78
Peak Hour Factor	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	122	6	21	71	35	41	61	18	1	84	22
Total Analysis Volume [veh/h]	137	490	25	82	286	138	163	245	72	6	337	88
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	386	407	410	377	398	430	380	400	432	520	557
Degree of Utilization, x	0.35	0.63	0.63	0.22	0.72	0.32	0.43	0.61	0.17	0.01	0.76

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.57	4.21	4.15	0.82	5.52	1.37	2.09	3.94	0.59	0.04	6.84
95th-Percentile Queue Length [ft]	39.29	105.27	103.79	20.38	137.97	34.23	52.32	98.60	14.83	0.88	170.99
Approach Delay [s/veh]	23.61			24.50			21.13			26.79	
Approach LOS	C			C			C			D	
Intersection Delay [s/veh]	23.91										
Intersection LOS	C										

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

Control Type:	Signalized	Delay (sec / veh):	52.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.836

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	61	772	16	19	398	37	94	118	36	19	226	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	74	400	4	8	504	240	311	145	58	7	175	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	6	0	0	71	0	0	26	0	0	25
Total Hourly Volume [veh/h]	148	1334	17	31	986	214	425	288	76	30	448	75
Peak Hour Factor	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	394	5	9	291	63	126	85	22	9	132	22
Total Analysis Volume [veh/h]	175	1576	20	37	1165	253	502	340	90	35	529	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	29	0	5	29	0	14	26	0	14	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	0	32	30	0	32	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	48	48	3	41	41	28	39	39	3	14	14
g / C, Green / Cycle	0.10	0.44	0.44	0.03	0.37	0.37	0.25	0.35	0.35	0.03	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.10	0.44	0.01	0.02	0.32	0.16	0.28	0.09	0.06	0.02	0.10	0.06
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	181	1585	708	56	1335	596	461	1280	571	57	678	211
d1, Uniform Delay [s]	49.32	30.76	17.58	52.73	32.29	25.96	41.00	25.35	24.32	52.60	46.27	43.97
k, delay calibration	0.36	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	48.73	21.27	0.07	12.58	8.09	2.21	68.44	0.11	0.13	10.13	2.00	1.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.99	0.03	0.66	0.87	0.42	1.09	0.27	0.16	0.61	0.78	0.42
d, Delay for Lane Group [s/veh]	98.05	52.03	17.65	65.31	40.38	28.17	109.44	25.46	24.45	62.73	48.28	45.30
Lane Group LOS	F	D	B	E	D	C	F	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.09	23.66	0.29	1.18	14.99	5.08	20.77	3.09	1.58	1.10	4.69	2.27
50th-Percentile Queue Length [ft/ln]	177.16	591.57	7.25	29.48	374.86	126.94	519.22	77.35	39.55	27.47	117.18	56.64
95th-Percentile Queue Length [veh/ln]	11.45	31.64	0.52	2.12	21.35	8.77	29.71	5.57	2.85	1.98	8.24	4.08
95th-Percentile Queue Length [ft/ln]	286.30	791.02	13.04	53.06	533.63	219.32	742.81	139.23	71.18	49.45	205.94	101.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	98.05	52.03	17.65	65.31	40.38	28.17	109.44	25.46	24.45	62.73	48.28	45.30
Movement LOS	F	D	B	E	D	C	F	C	C	E	D	D
d_A, Approach Delay [s/veh]	56.19			38.89			70.60			48.64		
Approach LOS	E			D			E			D		
d_I, Intersection Delay [s/veh]	52.72											
Intersection LOS	D											
Intersection V/C	0.836											

Emissions

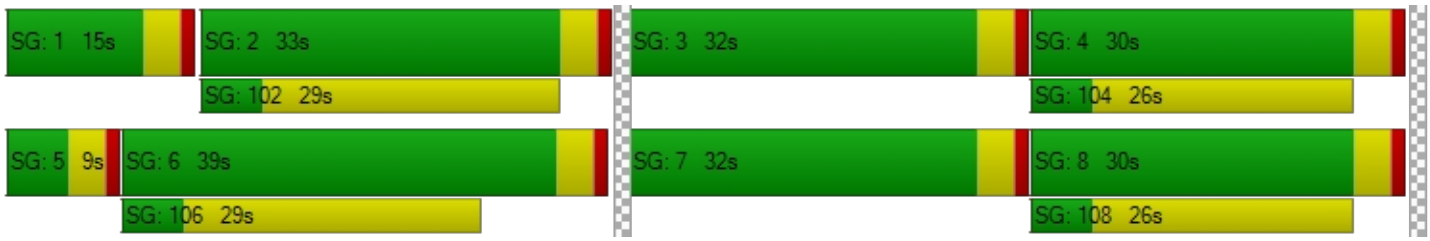
Vehicle Miles Traveled [mph]	11.40	102.67	1.30	2.93	92.27	20.04	54.70	37.05	9.81	17.63	266.53	44.84
Stops [stops/h]	231.92	1548.84	9.48	38.59	981.46	166.17	679.71	202.51	51.77	35.96	460.18	74.15
Fuel consumption [US gal/h]	6.77	39.46	0.23	1.07	24.94	4.20	19.82	5.08	1.31	1.43	19.26	3.15
CO [g/h]	472.92	2758.40	16.39	74.93	1743.19	293.80	1385.09	354.93	91.40	100.08	1346.59	220.53
NOx [g/h]	92.01	536.68	3.19	14.58	339.16	57.16	269.49	69.06	17.78	19.47	262.00	42.91
VOC [g/h]	109.60	639.29	3.80	17.37	404.00	68.09	321.01	82.26	21.18	23.19	312.08	51.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.226	3.471	3.011	2.841
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	527	473	473
d_b, Bicycle Delay [s]	25.57	29.82	32.07	32.07
l_b,int, Bicycle LOS Score for Intersection	3.026	2.819	2.350	1.933
Bicycle LOS	C	C	B	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	33.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

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

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	25	15	1	6	6	6	44	267	42	7	295	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	95	0	76	0	0	0	0	544	101	266	251	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	77	0	0	7	0	0	152	0	0	10
Total Hourly Volume [veh/h]	125	18	0	7	7	0	53	867	0	274	608	0
Peak Hour Factor	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	8	0	3	3	0	22	364	0	115	255	0
Total Analysis Volume [veh/h]	210	30	0	12	12	0	89	1456	0	460	1021	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	46	13	0	45	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	25	0	0	25	0	0	8	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	34	0	0	34	0	50	17	0	49	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	6	29	29	28	50	50
g / C, Green / Cycle	0.31	0.31	0.06	0.29	0.29	0.28	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.15	0.01	0.05	0.26	0.26	0.25	0.19	0.19
s, saturation flow rate [veh/h]	1557	1690	1810	3618	1900	1810	3618	1900
c, Capacity [veh/h]	558	587	117	1041	547	501	1810	951
d1, Uniform Delay [s]	27.41	23.75	46.02	34.46	34.46	35.04	15.32	15.32
k, delay calibration	0.50	0.50	0.11	0.11	0.36	0.14	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.41	0.13	9.78	3.76	17.66	8.99	0.13	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.04	0.76	0.92	0.92	0.92	0.37	0.37
d, Delay for Lane Group [s/veh]	29.82	23.88	55.80	38.22	52.12	44.03	15.45	15.56
Lane Group LOS	C	C	E	D	D	D	B	B
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.93	0.41	2.44	11.20	13.87	11.58	4.35	4.60
50th-Percentile Queue Length [ft/ln]	123.21	10.21	60.94	279.91	346.77	289.48	108.81	115.05
95th-Percentile Queue Length [veh/ln]	8.57	0.74	4.39	16.68	19.98	17.16	7.77	8.12
95th-Percentile Queue Length [ft/ln]	214.24	18.38	109.69	417.10	499.47	429.00	194.35	203.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.82	29.82	29.82	23.88	23.88	23.88	55.80	43.01	52.12	44.03	15.49	15.56
Movement LOS	C	C	C	C	C	C	E	D	D	D	B	B
d_A, Approach Delay [s/veh]	29.82			23.88			43.74			24.35		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	33.85											
Intersection LOS	C											
Intersection V/C	0.672											

Emissions

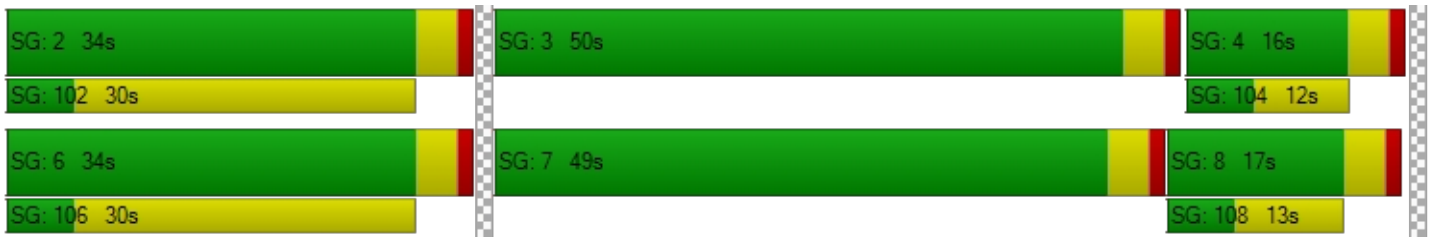
Vehicle Miles Traveled [mph]	66.89	2.68	22.08	236.82	124.38	64.81	94.31	49.53
Stops [stops/h]	177.43	14.71	87.75	806.13	499.35	416.85	313.39	165.68
Fuel consumption [US gal/h]	5.19	0.33	2.66	23.83	14.68	10.54	8.56	4.52
CO [g/h]	362.78	23.03	186.17	1665.51	1026.00	736.57	598.43	315.61
NOx [g/h]	70.58	4.48	36.22	324.05	199.62	143.31	116.43	61.41
VOC [g/h]	84.08	5.34	43.15	386.00	237.78	170.71	138.69	73.15

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.290	1.822	3.661	3.196
Crosswalk LOS	B	A	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	260	240
d_b, Bicycle Delay [s]	24.50	24.50	37.85	38.72
l_b,int, Bicycle LOS Score for Intersection	2.083	1.611	2.493	2.380
Bicycle LOS	B	A	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	59.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	45	102	55	12	91	87	260	292	72	63	243	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	11	0	15	38	75	15	630	136	0	333	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	17	0	0	45	0	0	56	0	0	10
Total Hourly Volume [veh/h]	86	134	50	30	148	135	330	983	167	76	627	28
Peak Hour Factor	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	49	18	11	54	50	121	361	61	28	230	10
Total Analysis Volume [veh/h]	126	197	73	44	217	198	485	1444	245	112	921	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	5	32	0	18	32	32	5	19	19
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	21	21	0	14	14
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	36	0	9	36	0	37	50	50	15	28	28
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	5	33	33	4	32	31	48	57	8	26	33
g / C, Green / Cycle	0.05	0.30	0.30	0.03	0.29	0.28	0.44	0.52	0.08	0.23	0.30
(v / s)_i Volume / Saturation Flow Rate	0.07	0.10	0.05	0.02	0.24	0.27	0.40	0.15	0.06	0.25	0.03
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1752	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	82	577	490	61	511	513	1592	843	140	845	491
d1, Uniform Delay [s]	52.50	29.77	27.94	52.63	36.14	38.57	28.69	14.82	49.94	42.15	27.35
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.38	0.11	0.50	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	291.16	1.61	0.64	14.63	13.11	23.38	2.26	0.87	11.74	45.40	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.53	0.34	0.15	0.72	0.81	0.95	0.91	0.29	0.80	1.09	0.08
d, Delay for Lane Group [s/veh]	343.66	31.38	28.58	67.25	49.25	61.95	30.95	15.69	61.68	87.55	27.42
Lane Group LOS	F	C	C	E	D	E	C	B	E	F	C
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.92	4.30	1.49	1.42	11.70	15.48	16.75	3.39	3.40	16.27	0.75
50th-Percentile Queue Length [ft/ln]	222.93	107.60	37.37	35.48	292.45	386.90	418.77	84.71	84.92	406.75	18.86
95th-Percentile Queue Length [veh/ln]	15.24	7.71	2.69	2.55	17.31	21.93	23.46	6.10	6.11	24.00	1.36
95th-Percentile Queue Length [ft/ln]	380.92	192.66	67.26	63.86	432.67	548.19	586.57	152.47	152.85	600.04	33.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	343.66	31.38	28.58	67.25	49.25	49.25	61.95	30.95	15.69	61.68	87.55	27.42
Movement LOS	F	C	C	E	D	D	E	C	B	E	F	C
d_A, Approach Delay [s/veh]	130.23			50.98			36.15			82.55		
Approach LOS	F			D			D			F		
d_I, Intersection Delay [s/veh]	59.03											
Intersection LOS	E											
Intersection V/C	0.829											

Emissions

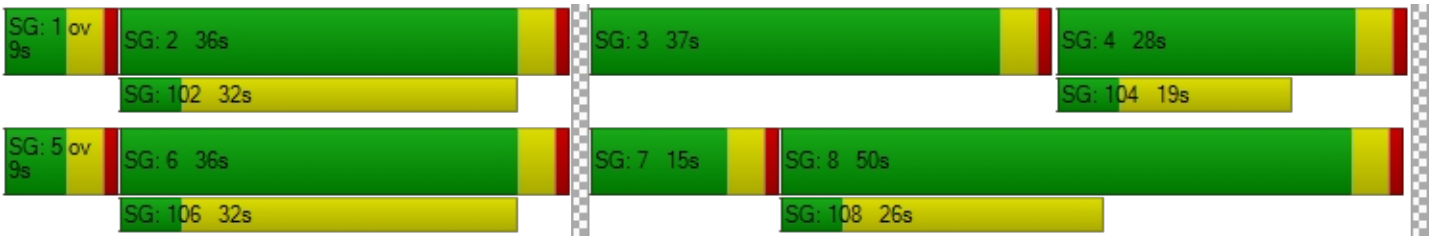
Vehicle Miles Traveled [mph]	31.74	49.63	18.39	22.10	208.40	44.53	132.57	22.49	27.79	228.48	10.17
Stops [stops/h]	291.83	140.85	48.92	46.45	382.84	506.49	1096.42	110.89	111.16	1064.94	24.68
Fuel consumption [US gal/h]	11.73	4.08	1.45	1.94	16.06	13.94	27.27	2.93	3.74	37.48	0.88
CO [g/h]	819.87	285.13	101.49	135.40	1122.77	974.24	1906.30	204.95	261.44	2619.77	61.82
NOx [g/h]	159.52	55.48	19.75	26.34	218.45	189.55	370.90	39.88	50.87	509.71	12.03
VOC [g/h]	190.01	66.08	23.52	31.38	260.21	225.79	441.80	47.50	60.59	607.16	14.33

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.421	2.659	3.402	3.175
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	582	582	836	436
d_b, Bicycle Delay [s]	27.65	27.65	18.62	33.62
l_b,int, Bicycle LOS Score for Intersection	2.241	2.391	3.399	2.454
Bicycle LOS	B	B	C	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	76.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.131

Intersection Setup

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

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	105	134	10	6	24	44	269	599	104	3	385	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	258	0	0	0	0	0	0	808	987	0	452	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	13	0	0	278	0	0	3
Total Hourly Volume [veh/h]	385	162	9	7	29	40	325	1533	835	4	918	9
Peak Hour Factor	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	134	57	3	2	10	14	113	535	291	1	320	3
Total Analysis Volume [veh/h]	537	226	13	10	40	56	453	2139	1165	6	1281	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	14	27	0	5	18	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	32	59	0	11	38	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	26	26	26	27	61	61	1	35	35
g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.27	0.61	0.61	0.01	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.41	0.13	0.01	0.06	0.25	0.59	0.72	0.00	0.35	0.01
s, saturation flow rate [veh/h]	1320	1882	1159	1723	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	334	491	228	449	483	2209	986	16	1274	569
d1, Uniform Delay [s]	42.22	31.30	37.78	28.93	35.83	18.55	19.47	49.30	32.39	21.15
k, delay calibration	0.50	0.50	0.50	0.50	0.37	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	287.25	3.43	0.36	1.09	22.83	4.17	92.19	14.67	13.05	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.61	0.49	0.04	0.21	0.94	0.97	1.18	0.38	1.01	0.02
d, Delay for Lane Group [s/veh]	329.46	34.73	38.14	30.02	58.67	22.73	111.66	63.97	45.44	21.17
Lane Group LOS	F	C	D	C	E	C	F	E	F	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	34.81	5.18	0.23	1.88	13.21	20.19	43.55	0.21	16.49	0.19
50th-Percentile Queue Length [ft/ln]	870.13	129.46	5.80	47.12	330.35	504.87	1088.85	5.20	412.17	4.79
95th-Percentile Queue Length [veh/ln]	55.09	8.91	0.42	3.39	19.18	27.56	61.99	0.37	23.23	0.34
95th-Percentile Queue Length [ft/ln]	1377.37	222.75	10.43	84.81	479.39	689.12	1549.79	9.37	580.80	8.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	329.46	34.73	34.73	38.14	30.02	30.02	58.67	22.73	111.66	63.97	45.44	21.17
Movement LOS	F	C	C	D	C	C	E	C	F	E	F	C
d_A, Approach Delay [s/veh]	238.69			30.79			54.64			45.28		
Approach LOS	F			C			D			D		
d_I, Intersection Delay [s/veh]	76.21											
Intersection LOS	E											
Intersection V/C	1.131											

Emissions

Vehicle Miles Traveled [mph]	182.41	81.19	2.42	23.20	53.05	250.49	136.43	0.49	104.98	1.07
Stops [stops/h]	1252.99	186.42	8.35	67.85	475.70	1454.04	1567.94	7.49	1187.06	6.89
Fuel consumption [US gal/h]	54.84	6.43	0.25	2.08	13.14	36.56	50.64	0.19	30.20	0.18
CO [g/h]	3833.25	449.34	17.21	145.68	918.53	2555.38	3539.70	13.15	2111.08	12.46
NOx [g/h]	745.81	87.43	3.35	28.34	178.71	497.18	688.70	2.56	410.74	2.42
VOC [g/h]	888.39	104.14	3.99	33.76	212.88	592.23	820.36	3.05	489.26	2.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.879	2.318	5.062	3.323
Crosswalk LOS	C	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	520	1100	680
d_b, Bicycle Delay [s]	27.38	27.38	10.13	21.78
l_b,int, Bicycle LOS Score for Intersection	2.845	1.756	4.888	2.635
Bicycle LOS	C	A	E	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	635.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	118	28	613	0	0	0	43	361	0	0	307	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.0000	1.0000	1.0000	1.2100	1.2100	1.0000	1.0000	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	100	0	728	0	0	0	50	1068	0	0	326	384
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	368	0	0	0	0	0	0	0	0	164
Total Hourly Volume [veh/h]	243	34	1102	0	0	0	102	1505	0	0	697	491
Peak Hour Factor	0.8478	0.8478	0.8478	1.0000	1.0000	1.0000	0.8478	0.8478	1.0000	1.0000	0.8478	0.8478
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	10	325	0	0	0	30	444	0	0	206	145
Total Analysis Volume [veh/h]	287	40	1300	0	0	0	120	1775	0	0	822	579
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

Split [s]	0	21	0	0	0	0	9	39	0	0	30	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	12		4	40	31	31
g / C, Green / Cycle	0.21	0.21	0.21		0.07	0.66	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.13		0.03	0.49	0.23	0.36
s, saturation flow rate [veh/h]	1810	1831	10000		3514	3618	3618	1615
c, Capacity [veh/h]	372	377	2056		258	2391	1884	841
d1, Uniform Delay [s]	20.81	20.79	21.76		26.66	6.77	8.91	10.74
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.31
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.74	3.62	1.49		1.30	0.47	0.16	2.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.43	0.63		0.46	0.74	0.44	0.69
d, Delay for Lane Group [s/veh]	24.55	24.40	23.25		27.97	7.23	9.07	13.58
Lane Group LOS	C	C	C		C	A	A	B
Critical Lane Group	No	No	Yes		No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.25	2.24	16.33		0.79	3.78	2.75	5.26
50th-Percentile Queue Length [ft/ln]	56.20	55.96	408.27		19.63	94.50	68.66	131.39
95th-Percentile Queue Length [veh/ln]	4.05	4.03	22.96		1.41	6.80	4.94	9.02
95th-Percentile Queue Length [ft/ln]	101.16	100.72	573.95		35.33	170.11	123.58	225.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.55	24.40	23.25	0.00	0.00	0.00	27.97	7.23	0.00	0.00	9.07	13.58
Movement LOS	C	C	C				C	A			A	B
d_A, Approach Delay [s/veh]	23.50			0.00			8.55			10.94		
Approach LOS	C			A			A			B		
d_I, Intersection Delay [s/veh]	14.17											
Intersection LOS	B											
Intersection V/C	0.621											

Emissions

Vehicle Miles Traveled [mph]	24.48	24.48	194.64		17.25	255.12	96.26	67.81
Stops [stops/h]	134.88	134.29	979.84		94.23	453.62	329.56	315.33
Fuel consumption [US gal/h]	2.57	2.56	19.58		2.45	17.00	7.30	6.13
CO [g/h]	179.62	179.06	1368.42		170.96	1188.20	510.35	428.78
NOx [g/h]	34.95	34.84	266.24		33.26	231.18	99.30	83.42
VOC [g/h]	41.63	41.50	317.14		39.62	275.38	118.28	99.37

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.214	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	567	0	1167	867
d_b, Bicycle Delay [s]	15.41	30.00	5.21	9.63
l_b,int, Bicycle LOS Score for Intersection	4.851	4.132	3.123	2.851
Bicycle LOS	E	D	C	C

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.638

Intersection Setup

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

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	187	4	37	0	218	29	130	295	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	32	982	0	100	0	103	50	243	183	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	32	0	0	36	0	0	21	0	0	0
Total Hourly Volume [veh/h]	0	0	32	1208	5	109	0	367	64	400	540	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8617	0.8617	0.8617	1.0000	0.8328	0.8328	0.8983	0.8983	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	350	1	32	0	110	19	111	150	0
Total Analysis Volume [veh/h]	0	0	32	1402	6	126	0	441	77	445	601	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

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

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		27	27	27	10	10	11	25
g / C, Green / Cycle		0.46	0.46	0.46	0.17	0.17	0.18	0.41
(v / s)_i Volume / Saturation Flow Rate		0.39	0.39	0.08	0.12	0.05	0.13	0.17
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	3618
c, Capacity [veh/h]		826	826	737	606	271	619	1484
d1, Uniform Delay [s]		14.51	14.51	9.62	23.68	21.83	23.32	12.51
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		10.83	10.80	0.50	1.69	0.57	1.59	0.18
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.85	0.85	0.17	0.73	0.28	0.72	0.40
d, Delay for Lane Group [s/veh]		25.34	25.31	10.12	25.37	22.40	24.91	12.69
Lane Group LOS		C	C	B	C	C	C	B
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		9.06	9.05	0.88	2.73	0.88	2.73	2.30
50th-Percentile Queue Length [ft/ln]		226.46	226.29	22.07	68.28	21.91	68.28	57.50
95th-Percentile Queue Length [veh/ln]		13.99	13.99	1.59	4.92	1.58	4.92	4.14
95th-Percentile Queue Length [ft/ln]		349.86	349.64	39.72	122.90	39.44	122.90	103.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	25.32	25.31	10.12	0.00	25.37	22.40	24.91	12.69	0.00
Movement LOS				C	C	B		C	C	C	B	
d_A, Approach Delay [s/veh]	0.00			24.07			24.93			17.89		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	22.13											
Intersection LOS	C											
Intersection V/C	0.638											

Emissions

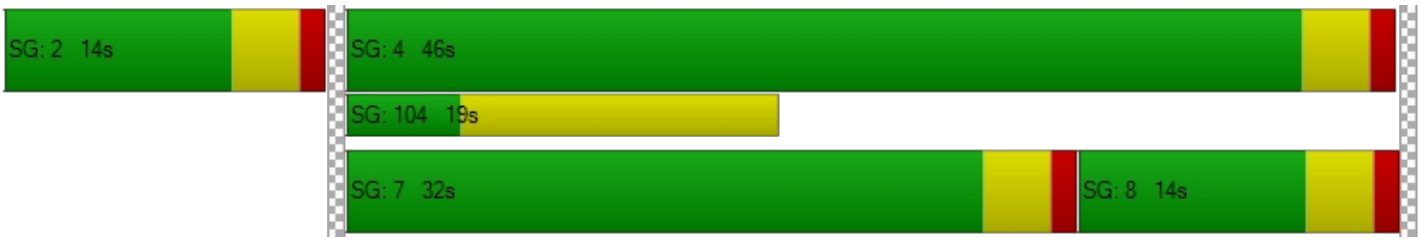
Vehicle Miles Traveled [mph]		47.20	47.20	8.45	50.20	8.77	63.96	86.38
Stops [stops/h]		543.50	543.09	52.96	327.74	52.59	327.72	276.00
Fuel consumption [US gal/h]		10.66	10.65	1.08	8.07	1.31	8.52	7.94
CO [g/h]		745.12	744.53	75.66	564.27	91.25	595.74	555.35
NOx [g/h]		144.97	144.86	14.72	109.79	17.75	115.91	108.05
VOC [g/h]		172.69	172.55	17.53	130.78	21.15	138.07	128.71

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0		0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68		0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.652		0.000	0.000
Crosswalk LOS	F	B		F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000		2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333		333	1400
d_b, Bicycle Delay [s]	30.00	20.83		20.83	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	4.150		2.004	2.423
Bicycle LOS	D	D		B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	43.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	74	297	98	54	174	43	23	193	48	80	334	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	111	23	0	1	7	5	4	16	30	0	28	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	30	0	0	14	0	0	22	0	0	39
Total Hourly Volume [veh/h]	201	382	89	66	218	43	32	250	66	97	432	115
Peak Hour Factor	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	110	26	19	63	12	9	72	19	28	124	33
Total Analysis Volume [veh/h]	231	439	102	76	251	49	37	287	76	112	497	132
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

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

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	43	43	4	39	39	3	10	10	6	14	14
g / C, Green / Cycle	0.10	0.54	0.54	0.05	0.49	0.49	0.04	0.13	0.13	0.08	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.13	0.15	0.15	0.04	0.08	0.08	0.02	0.08	0.05	0.06	0.14	0.08
s, saturation flow rate [veh/h]	1810	1900	1778	1810	1900	1795	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	181	1018	952	100	932	880	64	471	210	143	629	281
d1, Uniform Delay [s]	36.00	10.11	10.12	37.29	11.29	11.31	37.99	32.86	31.75	36.16	31.64	29.72
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	160.14	0.67	0.72	11.40	0.38	0.41	7.92	1.28	1.04	8.94	2.27	1.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.28	0.27	0.28	0.76	0.16	0.17	0.58	0.61	0.36	0.78	0.79	0.47
d, Delay for Lane Group [s/veh]	196.14	10.78	10.83	48.69	11.67	11.72	45.91	34.14	32.79	45.10	33.91	30.94
Lane Group LOS	F	B	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	11.35	2.39	2.26	1.70	1.38	1.34	0.82	2.54	1.32	2.37	4.46	2.22
50th-Percentile Queue Length [ft/ln]	283.85	59.77	56.42	42.47	34.57	33.55	20.41	63.56	32.98	59.34	111.57	55.58
95th-Percentile Queue Length [veh/ln]	18.40	4.30	4.06	3.06	2.49	2.42	1.47	4.58	2.37	4.27	7.93	4.00
95th-Percentile Queue Length [ft/ln]	460.11	107.59	101.55	76.45	62.22	60.39	36.74	114.41	59.36	106.81	198.19	100.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	196.14	10.80	10.83	48.69	11.69	11.72	45.91	34.14	32.79	45.10	33.91	30.94
Movement LOS	F	B	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	66.26			19.17			34.97			35.07		
Approach LOS	E			B			C			D		
d_I, Intersection Delay [s/veh]	42.96											
Intersection LOS	D											
Intersection V/C	0.368											

Emissions

Vehicle Miles Traveled [mph]	115.76	139.87	131.23	38.04	76.43	73.73	18.73	145.26	38.47	18.62	82.64	21.95
Stops [stops/h]	510.93	107.59	101.55	76.45	62.22	60.39	36.74	228.82	59.36	106.81	401.66	100.05
Fuel consumption [US gal/h]	19.54	6.74	6.34	3.01	3.76	3.63	1.44	9.82	2.56	2.99	11.26	2.83
CO [g/h]	1365.80	471.44	443.05	210.22	262.55	253.71	100.96	686.27	179.20	209.30	786.79	197.64
NOx [g/h]	265.73	91.72	86.20	40.90	51.08	49.36	19.64	133.52	34.87	40.72	153.08	38.45
VOC [g/h]	316.54	109.26	102.68	48.72	60.85	58.80	23.40	159.05	41.53	48.51	182.35	45.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.708	2.619	2.775	2.815
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	625
d_b, Bicycle Delay [s]	18.23	18.23	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	2.221	1.881	1.908	2.203
Bicycle LOS	B	A	A	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	60.5
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.790

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	92	634	50	62	407	16	13	205	97	107	342	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	153	401	0	0	496	53	75	50	98	26	118	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	18	0	0	54	0	0	31
Total Hourly Volume [veh/h]	264	1168	37	75	988	54	91	298	161	155	532	94
Peak Hour Factor	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	374	12	24	317	17	29	95	52	50	170	30
Total Analysis Volume [veh/h]	338	1497	47	96	1266	69	117	382	206	199	682	120
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

Split [s]	13	33	0	12	32	0	9	30	0	15	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	43	43	6	40	40	5	14	14	11	20	20
g / C, Green / Cycle	0.10	0.47	0.47	0.07	0.44	0.44	0.06	0.16	0.16	0.12	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.19	0.29	0.03	0.05	0.35	0.04	0.06	0.11	0.13	0.11	0.19	0.07
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	181	2447	763	123	1595	712	101	576	257	221	817	365
d1, Uniform Delay [s]	40.50	17.60	12.89	41.27	21.64	14.70	42.50	35.57	36.47	38.96	33.24	29.14
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.37	0.11	0.11	0.31	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	410.90	1.15	0.15	10.09	4.16	0.27	127.73	1.32	5.74	28.15	2.33	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.87	0.61	0.06	0.78	0.79	0.10	1.16	0.66	0.80	0.90	0.83	0.33
d, Delay for Lane Group [s/veh]	451.40	18.75	13.04	51.36	25.80	14.97	170.23	36.89	42.21	67.11	35.57	29.66
Lane Group LOS	F	B	B	D	C	B	F	D	D	E	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	24.46	7.00	0.50	2.35	11.05	0.80	5.70	3.84	4.53	5.99	7.19	2.19
50th-Percentile Queue Length [ft/ln]	611.52	175.05	12.44	58.65	276.26	20.08	142.51	95.90	113.36	149.78	179.77	54.74
95th-Percentile Queue Length [veh/ln]	38.94	11.34	0.90	4.22	16.50	1.45	10.03	6.90	8.03	10.01	11.59	3.94
95th-Percentile Queue Length [ft/ln]	973.49	283.54	22.39	105.58	412.55	36.15	250.77	172.61	200.66	250.14	289.72	98.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	451.40	18.75	13.04	51.36	25.80	14.97	170.23	36.89	42.21	67.11	35.57	29.66
Movement LOS	F	B	B	D	C	B	F	D	D	E	D	C
d_A, Approach Delay [s/veh]	96.31			26.99			60.57			41.13		
Approach LOS	F			C			E			D		
d_I, Intersection Delay [s/veh]	60.52											
Intersection LOS	E											
Intersection V/C	0.790											

Emissions

Vehicle Miles Traveled [mph]	18.09	80.13	2.52	42.30	557.83	30.40	11.17	36.45	19.66	100.72	345.17	60.73
Stops [stops/h]	978.43	840.24	19.90	93.85	884.03	32.14	228.02	306.87	181.37	239.65	575.27	87.58
Fuel consumption [US gal/h]	43.83	18.91	0.46	3.62	36.76	1.65	7.27	7.93	4.70	8.19	22.32	3.71
CO [g/h]	3063.54	1321.60	32.04	253.04	2569.53	115.47	508.19	554.51	328.41	572.32	1560.49	259.21
NOx [g/h]	596.05	257.13	6.23	49.23	499.94	22.47	98.88	107.89	63.90	111.35	303.61	50.43
VOC [g/h]	710.01	306.29	7.43	58.64	595.51	26.76	117.78	128.51	76.11	132.64	361.66	60.07

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.407	3.293	2.986	2.754
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	622	578	711
d_b, Bicycle Delay [s]	20.67	21.36	22.76	18.69
l_b,int, Bicycle LOS Score for Intersection	2.602	2.755	2.186	2.411
Bicycle LOS	B	C	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	20.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	7	0	13	11	301	0	0	367	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	80	0	51	178	139	39	91	0	0	166	52
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	80	0	59	178	155	52	455	0	0	610	87
Peak Hour Factor	1.0000	1.0000	1.0000	0.7917	1.0000	0.7917	0.6689	0.6689	0.6689	0.7828	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	20	0	19	45	49	19	170	0	0	195	28
Total Analysis Volume [veh/h]	0	80	0	75	178	196	78	680	0	0	779	111
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	5	18	0	5	18	0	5	34	0	5	34	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	3	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	22	0	9	22	0	9	38	0	9	38	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	78	78	78	78	78	78	78	78	78	78
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	15	4	19	4	43	43	0	39	39
g / C, Green / Cycle	0.00	0.19	0.05	0.24	0.06	0.55	0.55	0.00	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.00	0.04	0.04	0.22	0.04	0.19	0.00	0.00	0.24	0.24
s, saturation flow rate [veh/h]	1882	1976	1810	1739	1810	3618	1615	1810	1900	1818
c, Capacity [veh/h]	2	369	97	417	101	2002	894	2	947	907
d1, Uniform Delay [s]	0.00	26.87	36.44	28.73	36.34	9.58	0.00	0.00	12.89	12.89
k, delay calibration	0.11	0.11	0.11	0.25	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.29	12.22	14.23	11.82	0.46	0.00	0.00	1.74	1.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.22	0.77	0.90	0.77	0.34	0.00	0.00	0.48	0.48
d, Delay for Lane Group [s/veh]	0.00	27.16	48.66	42.97	48.16	10.04	0.00	0.00	14.63	14.71
Lane Group LOS	A	C	D	D	D	B	A	A	B	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	1.26	1.71	8.12	1.71	2.68	0.00	0.00	4.82	4.63
50th-Percentile Queue Length [ft/ln]	0.00	31.47	42.70	203.05	42.71	67.00	0.00	0.00	120.38	115.73
95th-Percentile Queue Length [veh/ln]	0.00	2.27	3.07	12.80	3.07	4.82	0.00	0.00	8.41	8.16
95th-Percentile Queue Length [ft/ln]	0.00	56.64	76.86	319.89	76.87	120.59	0.00	0.00	210.34	203.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	27.16	27.16	48.66	42.97	42.97	48.16	10.04	0.00	0.00	14.66	14.71
Movement LOS	A	C	C	D	D	D	D	B	A	A	B	B
d_A, Approach Delay [s/veh]	27.16			43.92			13.97			14.67		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	20.91											
Intersection LOS	C											
Intersection V/C	0.498											

Emissions

Vehicle Miles Traveled [mph]	0.00	6.40	17.00	84.78	5.46	47.64	0.00	0.00	27.10	25.94
Stops [stops/h]	0.00	58.09	78.83	374.86	78.84	247.37	0.00	0.00	222.23	213.66
Fuel consumption [US gal/h]	0.00	1.03	1.88	8.83	1.93	6.10	0.00	0.00	5.05	4.85
CO [g/h]	0.00	71.76	131.28	617.30	135.05	426.28	0.00	0.00	352.70	338.92
NOx [g/h]	0.00	13.96	25.54	120.10	26.28	82.94	0.00	0.00	68.62	65.94
VOC [g/h]	0.00	16.63	30.42	143.07	31.30	98.79	0.00	0.00	81.74	78.55

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	30.52	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.018	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	462	462	872	872
d_b, Bicycle Delay [s]	23.08	23.08	12.41	12.41
l_b,int, Bicycle LOS Score for Intersection	1.692	2.300	2.185	2.294
Bicycle LOS	A	B	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.463

Intersection Setup

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

Volumes

Name	Indian Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	206	2	1	84	87	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	174	0	4	216	81	39
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	82
Total Hourly Volume [veh/h]	423	2	5	318	186	246
Peak Hour Factor	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	126	1	1	95	55	73
Total Analysis Volume [veh/h]	503	2	6	378	221	293
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	24	0	5	28	19	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	28	0	9	32	23	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	19	1	33	29	29
g / C, Green / Cycle	0.31	0.31	0.01	0.56	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.28	0.00	0.00	0.10	0.06	0.18
s, saturation flow rate [veh/h]	1810	1615	1810	3618	3618	1615
c, Capacity [veh/h]	564	503	19	2008	1730	772
d1, Uniform Delay [s]	19.69	14.23	29.48	6.63	8.70	9.98
k, delay calibration	0.22	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.63	0.00	9.63	0.21	0.15	1.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.00	0.32	0.19	0.13	0.38
d, Delay for Lane Group [s/veh]	29.32	14.24	39.12	6.84	8.86	11.40
Lane Group LOS	C	B	D	A	A	B
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.34	0.02	0.13	0.97	0.64	2.13
50th-Percentile Queue Length [ft/ln]	183.43	0.43	3.26	24.15	15.95	53.34
95th-Percentile Queue Length [veh/ln]	11.78	0.03	0.23	1.74	1.15	3.84
95th-Percentile Queue Length [ft/ln]	294.48	0.77	5.87	43.46	28.71	96.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.32	14.24	39.12	6.84	8.86	11.40
Movement LOS	C	B	D	A	A	B
d_A, Approach Delay [s/veh]	29.26		7.34		10.31	
Approach LOS	C		A		B	
d_I, Intersection Delay [s/veh]	16.32					
Intersection LOS	B					
Intersection V/C	0.463					

Emissions

Vehicle Miles Traveled [mph]	126.29	0.50	0.46	29.07	22.39	29.69
Stops [stops/h]	440.23	1.03	7.83	115.90	76.57	128.01
Fuel consumption [US gal/h]	11.13	0.03	0.12	2.51	2.12	3.29
CO [g/h]	777.71	2.28	8.68	175.18	148.04	229.91
NOx [g/h]	151.31	0.44	1.69	34.08	28.80	44.73
VOC [g/h]	180.24	0.53	2.01	40.60	34.31	53.28

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.364	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	933	633
d_b, Bicycle Delay [s]	10.80	8.53	14.01
l_b,int, Bicycle LOS Score for Intersection	1.560	1.876	2.051
Bicycle LOS	A	A	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	100.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.667

Intersection Setup

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

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	155	3	80	41	1	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	199	679	114	41	123
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	51	0	0	0	57
Total Hourly Volume [veh/h]	277	152	776	164	42	172
Peak Hour Factor	0.6058	0.6058	0.6058	0.6058	0.6058	0.6058
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	63	320	68	17	71
Total Analysis Volume [veh/h]	457	251	1281	271	69	284
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	ProtPerm	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	15	0	10	92	20	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	0	52	67	13	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		Yes	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	42	42	42	42	42	42
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	24	24	10	10
g / C, Green / Cycle	0.24	0.24	0.58	0.58	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.13	0.16	1.00	0.07	0.04	0.18
s, saturation flow rate [veh/h]	3618	1615	1279	3618	1810	1615
c, Capacity [veh/h]	876	391	921	2090	417	372
d1, Uniform Delay [s]	13.71	14.19	13.96	4.02	12.84	14.98
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.48	1.76	177.44	0.03	0.18	3.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.64	1.39	0.13	0.17	0.76
d, Delay for Lane Group [s/veh]	14.20	15.95	191.40	4.05	13.02	18.24
Lane Group LOS	B	B	F	A	B	B
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.42	1.73	47.83	0.20	0.45	2.41
50th-Percentile Queue Length [ft/ln]	35.41	43.36	1195.84	4.97	11.33	60.27
95th-Percentile Queue Length [veh/ln]	2.55	3.12	73.81	0.36	0.82	4.34
95th-Percentile Queue Length [ft/ln]	63.74	78.04	1845.31	8.94	20.39	108.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.20	15.95	191.40	4.05	13.02	18.24
Movement LOS	B	B	F	A	B	B
d_A, Approach Delay [s/veh]	14.82		158.69		17.22	
Approach LOS	B		F		B	
d_I, Intersection Delay [s/veh]	100.60					
Intersection LOS	F					
Intersection V/C	0.667					

Emissions

Vehicle Miles Traveled [mph]	65.81	36.14	236.05	49.94	4.72	19.42
Stops [stops/h]	245.33	150.19	4142.46	34.43	39.24	208.79
Fuel consumption [US gal/h]	6.63	3.92	109.49	2.36	0.59	3.01
CO [g/h]	463.20	274.09	7653.14	165.18	41.52	210.22
NOx [g/h]	90.12	53.33	1489.02	32.14	8.08	40.90
VOC [g/h]	107.35	63.52	1773.69	38.28	9.62	48.72

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	529	3031	433
d_b, Bicycle Delay [s]	11.24	5.52	12.76
l_b,int, Bicycle LOS Score for Intersection	2.186	2.840	1.560
Bicycle LOS	B	C	A

Sequence

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

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

Control Type:	All-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

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

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	66	231	22	54	200	68	56	89	42	36	147	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	129	0	0	37	0	0	16	9	0	31	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	409	22	65	279	82	68	124	60	44	209	80
Peak Hour Factor	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	121	7	19	82	24	20	37	18	13	62	24
Total Analysis Volume [veh/h]	124	484	26	77	330	97	80	147	71	52	247	95
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	469	499	504	460	489	509	506	552	471	500	546
Degree of Utilization, x	0.26	0.51	0.51	0.17	0.44	0.42	0.16	0.40	0.11	0.49	0.17

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.05	2.87	2.82	0.60	2.19	2.06	0.56	1.88	0.37	2.70	0.63
95th-Percentile Queue Length [ft]	26.34	71.71	70.58	14.90	54.75	51.39	13.93	46.88	9.23	67.49	15.63
Approach Delay [s/veh]	16.32			14.76			12.81		14.55		
Approach LOS	C			B			B		B		
Intersection Delay [s/veh]	14.94										
Intersection LOS	B										

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

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.512

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	32	621	138	15	612	12	21	4	18	211	4	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	719	0	25	724	2	1	0	10	0	6	51
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	42	0	0	4	0	0	8	0	0	27
Total Hourly Volume [veh/h]	47	1470	125	43	1465	13	26	5	24	255	11	81
Peak Hour Factor	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	390	33	11	389	3	7	1	6	68	3	22
Total Analysis Volume [veh/h]	50	1561	133	46	1556	14	28	5	25	271	12	86
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	27	0	0	18	0	0	10	0	0	51	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	27	0	0	16	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	46	46	39	39	39	7	14	14	14
g / C, Green / Cycle	0.04	0.58	0.58	0.49	0.49	0.49	0.09	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.03	0.31	0.31	0.16	0.30	0.01	0.03	0.15	0.01	0.05
s, saturation flow rate [veh/h]	1810	3618	1825	295	5176	1615	1727	1810	1900	1615
c, Capacity [veh/h]	77	2093	1056	167	2516	785	157	327	343	292
d1, Uniform Delay [s]	37.73	10.32	10.32	25.98	15.10	10.65	34.21	31.58	27.02	28.36
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.06	1.00	1.97	4.07	1.15	0.04	1.45	5.38	0.04	0.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.54	0.54	0.28	0.62	0.02	0.37	0.83	0.03	0.29
d, Delay for Lane Group [s/veh]	46.79	11.31	12.30	30.05	16.25	10.69	35.66	36.96	27.06	28.92
Lane Group LOS	D	B	B	C	B	B	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.14	5.58	5.92	0.89	6.08	0.12	1.12	5.45	0.19	1.46
50th-Percentile Queue Length [ft/ln]	28.47	139.44	148.11	22.25	152.05	2.99	27.91	136.16	4.79	36.45
95th-Percentile Queue Length [veh/ln]	2.05	9.45	9.92	1.60	10.13	0.22	2.01	9.27	0.35	2.62
95th-Percentile Queue Length [ft/ln]	51.25	236.27	247.90	40.06	253.17	5.39	50.23	231.85	8.63	65.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.79	11.59	12.30	30.05	16.25	10.69	35.66	35.66	35.66	36.96	27.06	28.92
Movement LOS	D	B	B	C	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	12.65			16.60			35.66			34.76		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	16.84											
Intersection LOS	B											
Intersection V/C	0.512											

Emissions

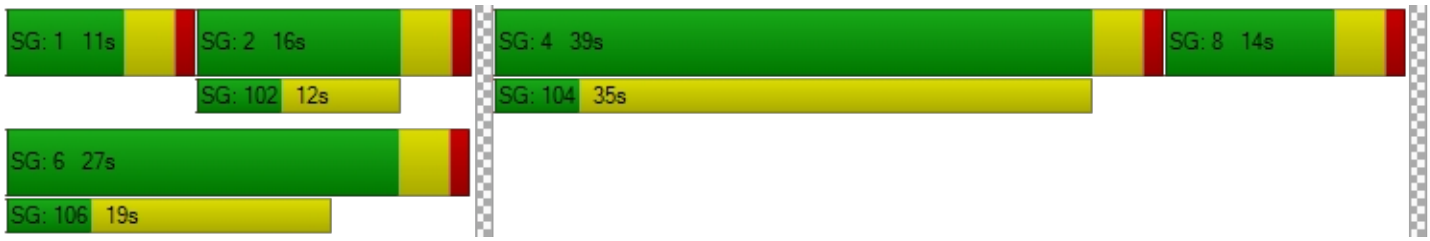
Vehicle Miles Traveled [mph]	24.95	561.69	283.74	4.45	150.55	1.35	4.63	136.91	6.06	43.45
Stops [stops/h]	51.25	501.98	266.59	40.06	821.09	5.39	50.23	245.09	8.63	65.61
Fuel consumption [US gal/h]	1.79	28.49	14.58	0.93	20.52	0.14	0.82	9.13	0.37	2.71
CO [g/h]	124.87	1991.30	1018.88	65.14	1434.06	10.06	57.43	638.53	25.99	189.53
NOx [g/h]	24.30	387.43	198.24	12.67	279.02	1.96	11.17	124.24	5.06	36.88
VOC [g/h]	28.94	461.50	236.14	15.10	332.36	2.33	13.31	147.99	6.02	43.93

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.390	1.781	2.357
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	575	300	250	875
d_b, Bicycle Delay [s]	20.31	28.90	30.63	12.66
l_b,int, Bicycle LOS Score for Intersection	2.542	2.451	1.669	2.213
Bicycle LOS	B	B	A	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	57.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

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

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	83	94	199	119	113	226	111	424	45	173	598	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	16	13	77	4	0	149	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	60	0	0	72	0	0	15	0	0	42
Total Hourly Volume [veh/h]	105	114	181	144	137	217	147	590	43	209	873	124
Peak Hour Factor	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	40	64	51	48	76	52	208	15	74	307	44
Total Analysis Volume [veh/h]	148	161	255	203	193	306	207	831	61	294	1229	175
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	24	0	10	28	0	8	18	0	12	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	23	0	25	32	0	23	19	0	33	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	27	13	30	30	13	26	26	18	31	31
g / C, Green / Cycle	0.10	0.27	0.13	0.30	0.30	0.13	0.26	0.26	0.18	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.08	0.24	0.11	0.10	0.19	0.11	0.23	0.04	0.16	0.34	0.11
s, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	179	462	239	574	488	242	923	412	332	1103	492
d1, Uniform Delay [s]	44.19	35.24	42.42	27.09	30.03	42.37	36.03	28.84	39.80	34.76	27.10
k, delay calibration	0.17	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.13	0.12	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.94	23.25	8.19	1.58	5.98	10.81	3.54	0.16	9.04	55.21	0.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.90	0.85	0.34	0.63	0.86	0.90	0.15	0.89	1.11	0.36
d, Delay for Lane Group [s/veh]	58.13	58.49	50.61	28.67	36.01	53.18	39.57	29.00	48.84	89.97	27.54
Lane Group LOS	E	E	D	C	D	D	D	C	D	F	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.30	12.68	5.45	3.85	7.13	5.41	9.44	1.07	7.38	20.57	3.06
50th-Percentile Queue Length [ft/ln]	107.50	316.98	136.22	96.20	178.29	135.30	235.92	26.86	184.61	514.17	76.41
95th-Percentile Queue Length [veh/ln]	7.70	18.52	9.28	6.93	11.51	9.23	14.47	1.93	11.84	29.93	5.50
95th-Percentile Queue Length [ft/ln]	192.52	462.97	231.92	173.17	287.78	230.67	361.87	48.35	296.03	748.18	137.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.13	58.49	58.49	50.61	28.67	36.01	53.18	39.57	29.00	48.84	89.97	27.54
Movement LOS	E	E	E	D	C	D	D	D	C	D	F	C
d_A, Approach Delay [s/veh]	58.39			38.22			41.55			76.41		
Approach LOS	E			D			D			E		
d_I, Intersection Delay [s/veh]	57.88											
Intersection LOS	E											
Intersection V/C	0.809											

Emissions

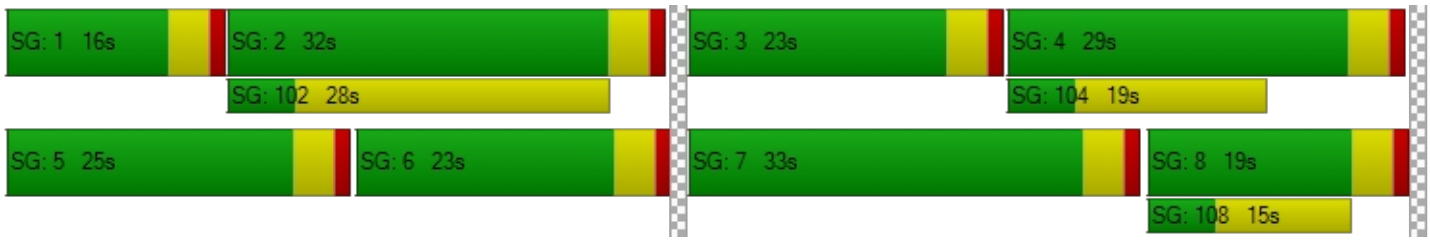
Vehicle Miles Traveled [mph]	20.76	58.35	28.26	26.87	42.59	103.59	415.87	30.53	76.80	321.05	45.72
Stops [stops/h]	154.80	456.45	196.15	138.53	256.73	194.83	679.45	38.68	265.84	1480.80	110.03
Fuel consumption [US gal/h]	3.28	9.33	4.11	2.87	5.14	9.32	33.22	2.10	10.43	60.74	4.55
CO [g/h]	229.14	651.87	287.56	200.30	359.47	651.76	2322.30	146.77	728.98	4245.99	318.29
NOx [g/h]	44.58	126.83	55.95	38.97	69.94	126.81	451.84	28.56	141.83	826.11	61.93
VOC [g/h]	53.10	151.08	66.64	46.42	83.31	151.05	538.22	34.01	168.95	984.05	73.77

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.354	2.516	3.336	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	380	560	300	500
d_b, Bicycle Delay [s]	32.81	25.92	36.13	28.13
l_b,int, Bicycle LOS Score for Intersection	2.589	2.837	2.479	2.995
Bicycle LOS	B	C	B	C

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	27.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

Intersection Setup

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

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	95	228	136	25	238	75	77	416	109	212	782	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	33	0	30	16	0	23	65	3	0	70	99
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	41	0	0	23	0	0	34	0	0	34
Total Hourly Volume [veh/h]	140	309	124	60	304	68	116	568	101	257	1016	103
Peak Hour Factor	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	85	34	17	84	19	32	157	28	71	281	28
Total Analysis Volume [veh/h]	155	341	137	66	336	75	128	628	112	284	1122	114
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	0	25	0	14	24	0	19	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	28	26	0	18	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	7	19	19	13	25	25
g / C, Green / Cycle	0.38	0.38	0.38	0.38	0.09	0.27	0.27	0.18	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.16	0.18	0.08	0.32	0.07	0.17	0.07	0.16	0.31	0.07
s, saturation flow rate [veh/h]	990	1900	1615	1479	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	159	723	615	621	169	963	430	329	1282	572
d1, Uniform Delay [s]	27.08	16.37	14.67	19.90	30.95	22.80	20.24	27.80	21.14	15.69
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	64.97	2.20	0.84	8.82	6.70	0.75	0.32	7.78	2.05	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.47	0.22	0.77	0.76	0.65	0.26	0.86	0.88	0.20
d, Delay for Lane Group [s/veh]	92.05	18.57	15.51	28.72	37.65	23.55	20.56	35.58	23.19	15.86
Lane Group LOS	F	B	B	C	D	C	C	D	C	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.32	3.97	1.41	7.70	2.29	4.25	1.35	4.95	7.84	1.15
50th-Percentile Queue Length [ft/ln]	133.10	99.23	35.34	192.42	57.13	106.25	33.81	123.66	196.07	28.87
95th-Percentile Queue Length [veh/ln]	9.11	7.14	2.54	12.25	4.11	7.63	2.43	8.59	12.44	2.08
95th-Percentile Queue Length [ft/ln]	227.70	178.62	63.61	306.17	102.83	190.77	60.85	214.84	310.89	51.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	92.05	18.57	15.51	28.72	28.72	28.72	37.65	23.55	20.56	35.58	23.19	15.86
Movement LOS	F	B	B	C	C	C	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	35.90			28.72			25.24			24.96		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	27.52											
Intersection LOS	C											
Intersection V/C	0.703											

Emissions

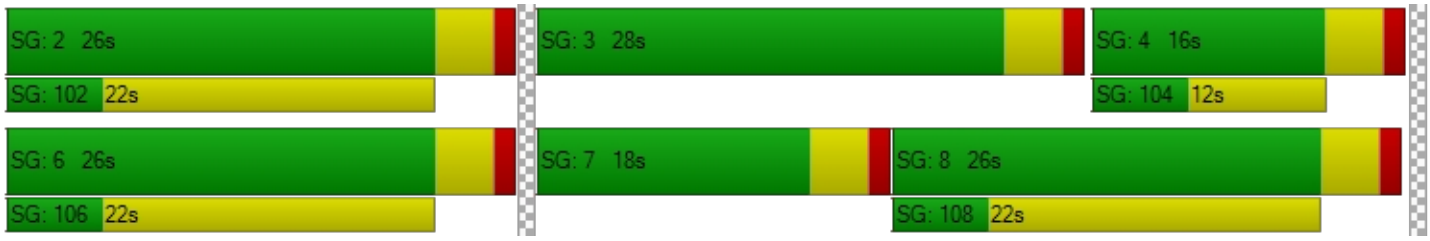
Vehicle Miles Traveled [mph]	58.56	128.84	51.76	239.65	64.76	317.71	56.66	142.12	561.49	57.05
Stops [stops/h]	273.80	204.13	72.70	395.84	117.52	437.14	69.54	254.38	806.68	59.39
Fuel consumption [US gal/h]	8.32	8.24	3.11	15.92	4.45	18.68	3.18	9.65	33.33	2.99
CO [g/h]	581.22	576.19	217.44	1113.10	311.39	1306.05	222.39	674.26	2330.02	209.35
NOx [g/h]	113.08	112.10	42.31	216.57	60.58	254.11	43.27	131.19	453.34	40.73
VOC [g/h]	134.70	133.54	50.39	257.97	72.17	302.69	51.54	156.27	540.01	48.52

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.768	2.553	3.204	3.110
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	629	343
d_b, Bicycle Delay [s]	16.46	16.46	16.46	24.03
l_b,int, Bicycle LOS Score for Intersection	2.672	2.385	2.304	2.842
Bicycle LOS	B	B	B	C

Sequence

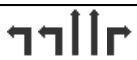
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Control Type:	Signalized	Delay (sec / veh):	84.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.976

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	187	510	213	151	374	177	245	505	98	256	617	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	102	445	1	21	522	191	239	69	2	2	51	43
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	65	0	0	101	0	0	30	0	0	60
Total Hourly Volume [veh/h]	328	1062	194	204	975	304	535	680	91	312	798	181
Peak Hour Factor	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	315	58	60	289	90	159	202	27	93	237	54
Total Analysis Volume [veh/h]	389	1259	230	242	1156	361	634	806	108	370	946	215
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Maximum Green [s]	13	37	0	8	32	10	10	34	0	15	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	46	0	13	36	18	18	36	0	25	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	47	47	9	37	55	14	33	33	15	34	34
g / C, Green / Cycle	0.16	0.39	0.39	0.08	0.30	0.45	0.12	0.28	0.28	0.13	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.21	0.35	0.14	0.07	0.32	0.13	0.18	0.22	0.07	0.11	0.26	0.13
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	287	1402	626	264	1101	1298	410	1007	450	442	1040	464
d1, Uniform Delay [s]	50.50	34.52	26.24	55.13	41.75	20.46	53.00	40.20	33.48	51.26	41.25	35.14
k, delay calibration	0.50	0.11	0.11	0.11	0.50	0.50	0.25	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	182.06	2.32	0.36	12.39	41.37	0.53	251.87	1.52	0.27	4.28	3.47	0.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.36	0.90	0.37	0.92	1.05	0.28	1.55	0.80	0.24	0.84	0.91	0.46
d, Delay for Lane Group [s/veh]	232.56	36.84	26.60	67.53	83.12	20.99	304.87	41.72	33.76	55.54	44.72	35.86
Lane Group LOS	F	D	C	E	F	C	F	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	22.83	16.72	4.58	4.00	21.84	3.12	20.40	10.95	2.43	5.60	13.58	5.16
50th-Percentile Queue Length [ft/ln]	570.65	417.93	114.51	99.93	546.07	77.93	510.01	273.74	60.77	140.03	339.48	128.93
95th-Percentile Queue Length [veh/ln]	34.95	23.42	8.09	7.19	30.46	5.61	32.32	16.38	4.38	9.48	19.62	8.88
95th-Percentile Queue Length [ft/ln]	873.79	585.57	202.26	179.87	761.58	140.27	807.92	409.40	109.38	237.07	490.56	222.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	232.56	36.84	26.60	67.53	83.12	20.99	304.87	41.72	33.76	55.54	44.72	35.86
Movement LOS	F	D	C	E	F	C	F	D	C	E	D	D
d_A, Approach Delay [s/veh]	76.13			68.22			148.94			46.09		
Approach LOS	E			E			F			D		
d_I, Intersection Delay [s/veh]	83.99											
Intersection LOS	F											
Intersection V/C	0.976											

Emissions

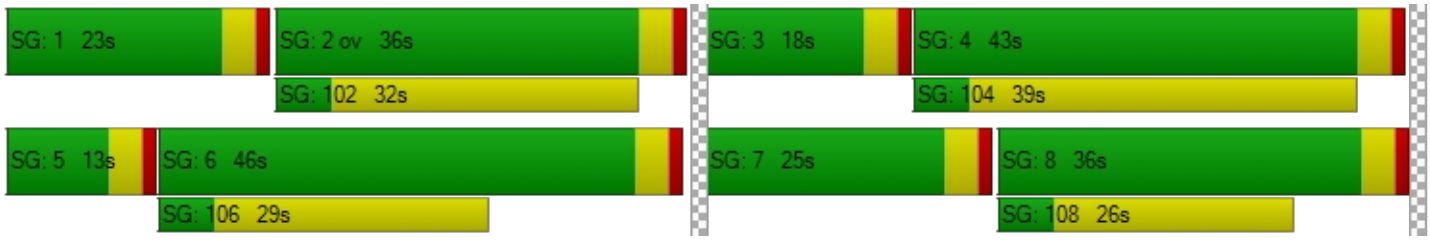
Vehicle Miles Traveled [mph]	146.45	473.98	86.59	120.78	576.93	180.17	141.21	179.52	24.05	187.19	478.59	108.77
Stops [stops/h]	684.78	1003.04	137.42	239.83	1310.56	187.03	1224.01	656.97	72.92	336.08	814.75	154.71
Fuel consumption [US gal/h]	31.94	38.16	5.92	10.45	55.62	10.04	56.41	19.73	2.32	14.19	33.76	6.98
CO [g/h]	2232.63	2667.21	413.93	730.24	3887.96	702.01	3942.91	1378.94	162.16	991.73	2359.53	488.25
NOx [g/h]	434.39	518.94	80.54	142.08	756.46	136.59	767.15	268.29	31.55	192.95	459.08	95.00
VOC [g/h]	517.43	618.15	95.93	169.24	901.07	162.70	913.81	319.58	37.58	229.84	546.84	113.16

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.440	3.663	3.332	3.239
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	533	533	650
d_b, Bicycle Delay [s]	25.35	32.27	32.27	27.34
l_b,int, Bicycle LOS Score for Intersection	3.163	3.094	2.861	2.872
Bicycle LOS	C	C	C	C

Sequence

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



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

Control Type:	Two-way stop	Delay (sec / veh):	40.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.221

Intersection Setup

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

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	148	0	1107	942	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.2100	1.0000	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	72	0	524	413	102
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	251	0	1863	1553	188
Peak Hour Factor	1.0000	0.8409	1.0000	0.7814	0.9648	0.9648
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	75	0	596	402	49
Total Analysis Volume [veh/h]	0	298	0	2384	1610	195
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.22	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	40.45	0.00	0.00	0.00	0.00
Movement LOS		F		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	3.61	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	90.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	40.45		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	2.69					
Intersection LOS	F					

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

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

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

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	192	0	423	0	0	0	69	686	0	0	719	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.0000	1.0000	1.0000	1.2100	1.2100	1.0000	1.0000	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	0	329	0	0	0	45	194	0	0	316	170
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	210	0	0	0	0	0	0	0	0	155
Total Hourly Volume [veh/h]	321	0	631	0	0	0	128	1024	0	0	1186	465
Peak Hour Factor	0.8887	0.8887	0.8887	1.0000	1.0000	1.0000	0.8887	0.8887	1.0000	1.0000	0.8887	0.8887
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	0	178	0	0	0	36	288	0	0	334	131
Total Analysis Volume [veh/h]	361	0	710	0	0	0	144	1152	0	0	1334	523
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	17	0	0	0	0	5	35	0	0	26	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	28	0	0	0	0	12	52	0	0	40	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	80	80		80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29		8	43	31	31
g / C, Green / Cycle	0.36	0.36		0.10	0.54	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.20	0.25		0.08	0.32	0.26	0.32
s, saturation flow rate [veh/h]	1810	2859		1810	3618	5176	1615
c, Capacity [veh/h]	658	1040		179	1940	2005	626
d1, Uniform Delay [s]	20.22	21.54		35.30	12.63	20.22	22.20
k, delay calibration	0.50	0.50		0.22	0.11	0.11	0.25
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.27	3.63		15.28	0.29	0.38	6.70
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.68		0.81	0.59	0.67	0.84
d, Delay for Lane Group [s/veh]	23.49	25.17		50.58	12.92	20.61	28.90
Lane Group LOS	C	C		D	B	C	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.46	5.62		3.37	5.98	6.23	9.12
50th-Percentile Queue Length [ft/ln]	136.56	140.49		84.25	149.47	155.85	228.02
95th-Percentile Queue Length [veh/ln]	9.30	9.51		6.07	9.99	10.33	14.07
95th-Percentile Queue Length [ft/ln]	232.39	237.69		151.65	249.72	258.22	351.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.49	23.49	25.17	0.00	0.00	0.00	50.58	12.92	0.00	0.00	20.61	28.90
Movement LOS	C	C	C				D	B			C	C
d_A, Approach Delay [s/veh]	24.60			0.00			17.10			22.94		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	21.57											
Intersection LOS	C											
Intersection V/C	0.652											

Emissions

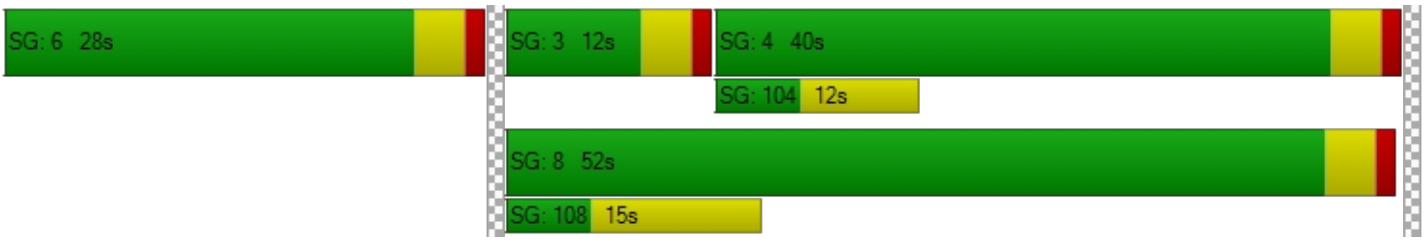
Vehicle Miles Traveled [mph]	62.75	123.41		11.93	95.44	73.32	28.75
Stops [stops/h]	245.81	505.78		151.65	538.09	841.59	410.44
Fuel consumption [US gal/h]	6.39	13.03		3.40	11.73	16.49	8.14
CO [g/h]	446.53	910.52		237.60	820.17	1152.56	568.82
NOx [g/h]	86.88	177.15		46.23	159.58	224.25	110.67
VOC [g/h]	103.49	211.02		55.07	190.08	267.12	131.83

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.790	2.111	0.000	0.000
Crosswalk LOS	C	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	0	1200	900
d_b, Bicycle Delay [s]	19.60	40.00	6.40	12.10
l_b,int, Bicycle LOS Score for Intersection	3.673	4.132	2.629	2.666
Bicycle LOS	D	D	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	29.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

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

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	276	1	77	0	479	130	325	586	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	193	0	89	0	46	45	315	89	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	46	0	0	51	0	0	0
Total Hourly Volume [veh/h]	0	0	0	527	1	136	0	626	151	708	798	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8189	0.8189	0.8189	1.0000	0.7346	0.7346	0.9069	0.9069	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	161	0	42	0	213	51	195	220	0
Total Analysis Volume [veh/h]	0	0	0	644	1	166	0	852	206	781	880	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	13	0	0	21	0	14	39	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	30	0	0	18	0	12	30	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		10	10	10	21	21	17	42
g / C, Green / Cycle		0.17	0.17	0.17	0.35	0.35	0.28	0.70
(v / s)_i Volume / Saturation Flow Rate		0.18	0.18	0.10	0.28	0.30	0.22	0.24
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1778	3514	3618
c, Capacity [veh/h]		309	310	276	667	624	976	2517
d1, Uniform Delay [s]		24.87	24.87	22.98	17.50	17.98	20.12	3.67
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		62.53	62.50	9.33	2.18	3.29	1.57	0.08
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		1.04	1.04	0.60	0.79	0.85	0.80	0.35
d, Delay for Lane Group [s/veh]		87.40	87.37	32.31	19.68	21.27	21.69	3.76
Lane Group LOS		F	F	C	B	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		9.29	9.29	2.66	5.88	6.20	4.57	1.03
50th-Percentile Queue Length [ft/ln]		232.36	232.34	66.45	147.06	154.99	114.30	25.67
95th-Percentile Queue Length [veh/ln]		14.58	14.58	4.78	9.86	10.28	8.08	1.85
95th-Percentile Queue Length [ft/ln]		364.41	364.38	119.62	246.50	257.07	201.97	46.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	87.39	87.37	32.31	0.00	20.28	21.27	21.69	3.76	0.00
Movement LOS				F	F	C		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			76.11			20.47			12.19		
Approach LOS	A			E			C			B		
d_I, Intersection Delay [s/veh]	29.36											
Intersection LOS	C											
Intersection V/C	0.698											

Emissions

Vehicle Miles Traveled [mph]		27.88	27.89	14.35	140.20	140.20	64.70	72.91
Stops [stops/h]		557.66	557.63	159.49	352.95	371.97	548.65	123.21
Fuel consumption [US gal/h]		12.21	12.21	3.17	10.61	10.97	11.16	4.49
CO [g/h]		853.63	853.54	221.75	741.48	766.53	779.74	314.16
NOx [g/h]		166.09	166.07	43.14	144.26	149.14	151.71	61.12
VOC [g/h]		197.84	197.82	51.39	171.84	177.65	180.71	72.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.202	2.358	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	867	467	867
d_b, Bicycle Delay [s]	30.00	9.63	17.63	9.63
l_b,int, Bicycle LOS Score for Intersection	4.132	2.974	2.475	2.930
Bicycle LOS	D	C	B	C

Sequence

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

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

Control Type:	All-way stop	Delay (sec / veh):	37.4
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.961

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	70	382	10	29	591	45	63	23	61	13	55	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	48	0	0	10	9	10	0	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	510	12	35	725	63	86	28	79	16	67	45
Peak Hour Factor	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	149	4	10	212	18	25	8	23	5	20	13
Total Analysis Volume [veh/h]	99	595	14	41	846	74	100	33	92	19	78	53
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	432	460	463	448	478	486	429	419
Degree of Utilization, x	0.23	0.66	0.66	0.09	0.96	0.95	0.52	0.36

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.88	4.72	4.68	0.30	12.03	11.61	2.96	1.60
95th-Percentile Queue Length [ft]	21.88	118.08	117.07	7.52	300.72	290.18	74.05	39.95
Approach Delay [s/veh]	22.89			55.41			20.26	16.31
Approach LOS	C			F			C	C
Intersection Delay [s/veh]	37.41							
Intersection LOS	E							

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

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.826

Intersection Setup

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

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	1001	201	46	655	161	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	548	10	5	520	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	63	0	0	0	39
Total Hourly Volume [veh/h]	1759	190	61	1313	204	117
Peak Hour Factor	0.8199	0.8199	0.8199	0.8199	0.8199	0.8199
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	536	58	19	400	62	36
Total Analysis Volume [veh/h]	2145	232	74	1601	249	143
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	21	0	5	30	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	73	92	28	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	83	83	6	93	19	19
g / C, Green / Cycle	0.69	0.69	0.05	0.78	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.63	0.65	0.04	0.44	0.14	0.09
s, saturation flow rate [veh/h]	1900	1837	1810	3618	1810	1615
c, Capacity [veh/h]	1309	1266	99	2812	282	252
d1, Uniform Delay [s]	15.48	16.43	55.88	5.34	49.56	46.89
k, delay calibration	0.50	0.50	0.11	0.50	0.21	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.74	14.37	10.49	0.84	15.74	2.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.94	0.75	0.57	0.88	0.57
d, Delay for Lane Group [s/veh]	26.23	30.80	66.37	6.18	65.30	48.90
Lane Group LOS	C	C	E	A	E	D
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	25.40	27.85	2.45	5.87	8.59	4.14
50th-Percentile Queue Length [ft/ln]	634.89	696.29	61.18	146.66	214.76	103.43
95th-Percentile Queue Length [veh/ln]	33.66	36.51	4.40	9.84	13.40	7.45
95th-Percentile Queue Length [ft/ln]	841.50	912.67	110.12	245.97	334.92	186.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.26	30.80	66.37	6.18	65.30	48.90
Movement LOS	C	C	E	A	E	D
d_A, Approach Delay [s/veh]	28.51		8.84		59.32	
Approach LOS	C		A		E	
d_I, Intersection Delay [s/veh]	23.81					
Intersection LOS	C					
Intersection V/C	0.826					

Emissions

Vehicle Miles Traveled [mph]	516.03	516.03	27.86	602.73	124.99	71.78
Stops [stops/h]	761.87	835.55	73.41	351.99	257.71	124.12
Fuel consumption [US gal/h]	33.50	35.53	2.87	27.05	9.92	5.13
CO [g/h]	2341.94	2483.22	200.41	1890.80	693.25	358.37
NOx [g/h]	455.66	483.14	38.99	367.88	134.88	69.72
VOC [g/h]	542.77	575.51	46.45	438.21	160.67	83.05

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.486	2.228
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	250	1467	400
d_b, Bicycle Delay [s]	45.94	4.27	38.40
l_b,int, Bicycle LOS Score for Intersection	3.573	2.941	1.560
Bicycle LOS	D	C	A

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	40.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.787

Intersection Setup

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

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	62	727	8	59	577	233	172	65	55	1	93	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	523	0	15	503	9	10	0	0	0	0	27
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	73	0	0	17	0	0	37
Total Hourly Volume [veh/h]	75	1403	7	86	1201	218	218	79	50	1	113	109
Peak Hour Factor	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	443	2	27	379	69	69	25	16	0	36	34
Total Analysis Volume [veh/h]	95	1771	9	109	1516	275	275	100	63	1	143	138
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	25	0	14	26	0	31	32	0	29	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	48	48	8	49	49	17	28	28	0	11	11
g / C, Green / Cycle	0.07	0.48	0.48	0.08	0.49	0.49	0.17	0.28	0.28	0.00	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.49	0.01	0.06	0.42	0.17	0.15	0.05	0.04	0.00	0.08	0.09
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	121	1741	777	137	1773	792	313	531	452	6	209	178
d1, Uniform Delay [s]	45.94	25.94	13.53	45.44	22.38	15.67	40.33	27.39	27.00	49.70	42.82	43.30
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.13	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.53	26.02	0.03	10.00	5.52	1.21	9.08	0.17	0.14	12.57	3.92	7.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	1.02	0.01	0.79	0.86	0.35	0.88	0.19	0.14	0.17	0.68	0.78
d, Delay for Lane Group [s/veh]	56.47	51.96	13.56	55.44	27.90	16.87	49.42	27.56	27.14	62.27	46.74	50.40
Lane Group LOS	E	F	B	E	C	B	D	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.60	24.46	0.10	2.95	15.17	3.77	7.08	1.76	1.09	0.05	3.50	3.54
50th-Percentile Queue Length [ft/ln]	64.89	611.57	2.60	73.64	379.25	94.33	177.12	43.98	27.37	1.13	87.51	88.60
95th-Percentile Queue Length [veh/ln]	4.67	33.02	0.19	5.30	21.56	6.79	11.45	3.17	1.97	0.08	6.30	6.38
95th-Percentile Queue Length [ft/ln]	116.81	825.45	4.68	132.55	538.94	169.79	286.25	79.17	49.26	2.03	157.52	159.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.47	51.96	13.56	55.44	27.90	16.87	49.42	27.56	27.14	62.27	46.74	50.40
Movement LOS	E	F	B	E	C	B	D	C	C	E	D	D
d_A, Approach Delay [s/veh]	52.00			27.88			41.22			48.59		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	40.54											
Intersection LOS	D											
Intersection V/C	0.787											

Emissions

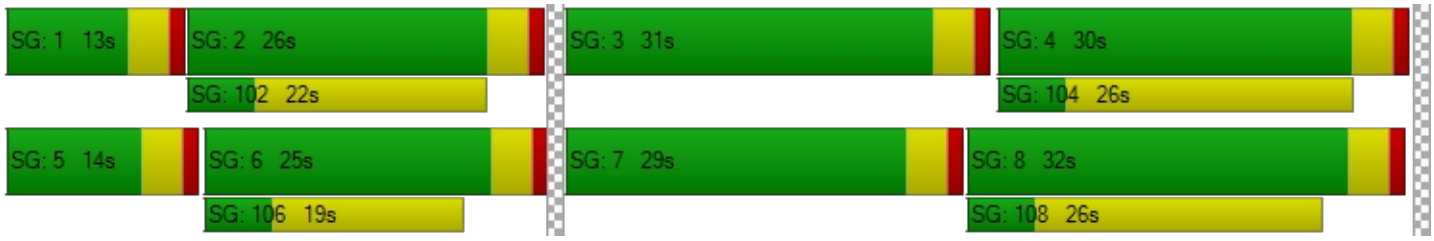
Vehicle Miles Traveled [mph]	27.47	512.16	2.60	20.93	291.11	52.81	31.00	11.27	7.10	0.13	18.05	17.42
Stops [stops/h]	93.45	1761.32	3.74	106.04	1092.24	135.83	255.05	63.34	39.41	1.62	126.01	127.59
Fuel consumption [US gal/h]	3.20	58.18	0.16	3.27	32.17	4.44	7.00	1.73	1.08	0.04	3.55	3.60
CO [g/h]	223.35	4066.78	11.22	228.26	2248.38	310.59	489.23	121.25	75.58	2.60	247.84	251.56
NOx [g/h]	43.46	791.25	2.18	44.41	437.45	60.43	95.19	23.59	14.71	0.51	48.22	48.94
VOC [g/h]	51.76	942.52	2.60	52.90	521.08	71.98	113.38	28.10	17.52	0.60	57.44	58.30

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.311	3.586	2.635	2.388
Crosswalk LOS	C	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	420	440	560	520
d_b, Bicycle Delay [s]	31.21	30.42	25.92	27.38
l_b,int, Bicycle LOS Score for Intersection	3.109	3.187	2.310	1.823
Bicycle LOS	C	C	B	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	37.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	50	195	85	16	57	38	101	876	57	28	1438	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	8	23	0	18	5	1	276	18	46	383	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	32	0	0	13	0	0	22	0	0	33
Total Hourly Volume [veh/h]	69	244	94	19	87	38	123	1336	65	80	2123	100
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	66	26	5	24	10	33	363	18	22	578	27
Total Analysis Volume [veh/h]	75	266	102	21	95	41	134	1454	71	87	2310	109
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	39	0	9	36	0	15	60	0	12	57	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	37	37	3	34	34	11	57	57	7	53	53
g / C, Green / Cycle	0.05	0.31	0.31	0.02	0.28	0.28	0.09	0.47	0.47	0.06	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.10	0.01	0.03	0.03	0.07	0.28	0.04	0.05	0.45	0.07
s, saturation flow rate [veh/h]	1810	1900	1725	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	97	592	538	40	1014	453	161	2441	762	110	2297	717
d1, Uniform Delay [s]	56.05	31.58	31.68	58.03	31.91	31.88	53.81	23.29	17.52	55.58	33.37	19.90
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.25	0.11	0.11	0.17	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.12	1.43	1.64	10.04	0.18	0.40	22.01	0.23	0.05	17.39	10.08	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.32	0.33	0.52	0.09	0.09	0.83	0.60	0.09	0.79	1.01	0.15
d, Delay for Lane Group [s/veh]	68.17	33.01	33.32	68.07	32.09	32.28	75.82	23.53	17.57	72.97	43.45	20.00
Lane Group LOS	E	C	C	E	C	C	E	C	B	E	F	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.52	4.33	4.08	0.73	1.02	0.91	4.80	9.20	1.02	3.03	22.12	1.71
50th-Percentile Queue Length [ft/ln]	62.93	108.28	102.01	18.24	25.55	22.72	119.90	230.07	25.48	75.66	552.92	42.87
95th-Percentile Queue Length [veh/ln]	4.53	7.74	7.34	1.31	1.84	1.64	8.39	14.18	1.83	5.45	29.96	3.09
95th-Percentile Queue Length [ft/ln]	113.27	193.61	183.62	32.83	45.99	40.89	209.69	354.45	45.87	136.19	748.88	77.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.17	33.10	33.32	68.07	32.09	32.28	75.82	23.53	17.57	72.97	43.45	20.00
Movement LOS	E	C	C	E	C	C	E	C	B	E	F	B
d_A, Approach Delay [s/veh]	39.09			36.95			27.49			43.46		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	37.28											
Intersection LOS	D											
Intersection V/C	0.635											

Emissions

Vehicle Miles Traveled [mph]	43.55	110.53	103.18	3.68	16.63	7.18	15.20	164.90	8.05	21.74	577.31	27.24
Stops [stops/h]	75.51	129.94	122.41	21.88	61.31	27.26	143.88	828.26	30.58	90.79	1990.53	51.44
Fuel consumption [US gal/h]	3.47	6.68	6.26	0.69	1.95	0.85	5.25	27.86	1.09	3.71	76.71	2.31
CO [g/h]	242.70	467.13	437.81	48.16	136.51	59.72	366.84	1947.52	76.27	259.01	5361.97	161.49
NOx [g/h]	47.22	90.89	85.18	9.37	26.56	11.62	71.37	378.92	14.84	50.39	1043.24	31.42
VOC [g/h]	56.25	108.26	101.47	11.16	31.64	13.84	85.02	451.36	17.68	60.03	1242.69	37.43

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.580	2.660	3.714	3.714
Crosswalk LOS	B	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	933	883
d_b, Bicycle Delay [s]	30.10	32.27	17.07	18.70
l_b,int, Bicycle LOS Score for Intersection	1.951	1.700	2.484	2.956
Bicycle LOS	A	A	B	C

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	19.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.265

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	55	354	10	9	104	21	15	115	50	12	154	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	39	0	0	81	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	6	0	0	15	0	0	1
Total Hourly Volume [veh/h]	67	467	9	11	207	19	18	139	46	15	186	3
Peak Hour Factor	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	161	3	4	71	7	6	48	16	5	64	1
Total Analysis Volume [veh/h]	93	645	12	15	286	26	25	192	64	21	257	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

Split [s]	16	29	0	13	26	0	9	29	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	50	50	1	46	46	2	10	10	2	10	10
g / C, Green / Cycle	0.07	0.63	0.63	0.02	0.58	0.58	0.03	0.13	0.13	0.02	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.17	0.17	0.01	0.08	0.08	0.01	0.07	0.07	0.01	0.07	0.07
s, saturation flow rate [veh/h]	1810	1900	1888	1810	1900	1845	1810	1900	1743	1810	1900	1890
c, Capacity [veh/h]	122	1194	1187	33	1102	1070	49	246	226	43	240	238
d1, Uniform Delay [s]	36.69	6.68	6.68	38.86	7.70	7.71	38.41	32.56	32.66	38.58	32.80	32.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.54	0.57	0.58	9.16	0.27	0.28	8.12	1.78	2.13	8.48	1.93	1.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.28	0.28	0.45	0.14	0.14	0.51	0.53	0.56	0.49	0.55	0.55
d, Delay for Lane Group [s/veh]	46.23	7.25	7.26	48.01	7.97	7.99	46.52	34.34	34.79	47.06	34.73	34.76
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.01	2.05	2.04	0.36	1.07	1.06	0.58	2.40	2.33	0.50	2.42	2.41
50th-Percentile Queue Length [ft/ln]	50.13	51.22	50.94	9.03	26.72	26.38	14.48	60.11	58.15	12.39	60.48	60.36
95th-Percentile Queue Length [veh/ln]	3.61	3.69	3.67	0.65	1.92	1.90	1.04	4.33	4.19	0.89	4.35	4.35
95th-Percentile Queue Length [ft/ln]	90.24	92.19	91.69	16.25	48.10	47.48	26.06	108.20	104.66	22.30	108.87	108.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.23	7.25	7.26	48.01	7.98	7.99	46.52	34.49	34.79	47.06	34.75	34.76
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	12.09			9.82			35.63			35.67		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	19.72											
Intersection LOS	B											
Intersection V/C	0.265											

Emissions

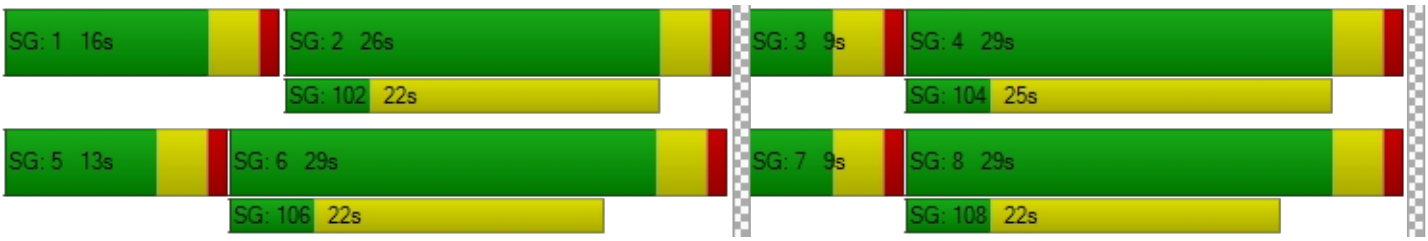
Vehicle Miles Traveled [mph]	46.22	163.75	162.76	8.71	91.34	89.85	1.10	5.76	5.52	10.53	65.54	65.36
Stops [stops/h]	90.24	92.19	91.69	16.25	48.10	47.48	26.06	108.20	104.66	22.30	108.87	108.65
Fuel consumption [US gal/h]	3.58	7.25	7.20	0.65	3.98	3.92	0.47	1.95	1.88	0.77	4.24	4.23
CO [g/h]	250.32	506.47	503.46	45.24	278.49	274.14	33.18	136.13	131.69	53.84	296.41	295.71
NOx [g/h]	48.70	98.54	97.96	8.80	54.18	53.34	6.46	26.49	25.62	10.48	57.67	57.53
VOC [g/h]	58.01	117.38	116.68	10.48	64.54	63.53	7.69	31.55	30.52	12.48	68.70	68.53

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.633	2.599	2.471	2.412
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	625	550	625	625
d_b, Bicycle Delay [s]	18.91	21.03	18.91	18.91
l_b,int, Bicycle LOS Score for Intersection	2.181	1.834	1.804	1.793
Bicycle LOS	B	A	A	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.269

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	17	328	49	21	55	14	6	61	18	104	109	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	39	0	0	81	0	0	0	0	47	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	4	0	0	6	0	0	16
Total Hourly Volume [veh/h]	21	436	44	25	148	13	7	74	16	173	132	49
Peak Hour Factor	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	114	11	7	39	3	2	19	4	45	34	13
Total Analysis Volume [veh/h]	22	454	46	26	154	14	7	77	17	180	138	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

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

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	43	43	2	44	44	1	9	9	10	18	18
g / C, Green / Cycle	0.02	0.54	0.54	0.03	0.54	0.54	0.01	0.11	0.11	0.12	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.01	0.13	0.13	0.01	0.04	0.01	0.00	0.02	0.01	0.10	0.04	0.03
s, saturation flow rate [veh/h]	1810	1900	1839	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	44	1028	995	50	1969	879	17	401	179	218	802	358
d1, Uniform Delay [s]	38.54	9.73	9.74	38.37	8.68	8.38	39.39	32.31	31.96	34.35	25.19	25.02
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.37	0.57	0.60	8.06	0.08	0.03	14.28	0.23	0.23	13.08	0.10	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.25	0.25	0.52	0.08	0.02	0.40	0.19	0.09	0.83	0.17	0.14
d, Delay for Lane Group [s/veh]	46.90	10.30	10.33	46.43	8.76	8.42	53.67	32.54	32.19	47.44	25.29	25.20
Lane Group LOS	D	B	B	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.52	2.30	2.25	0.59	0.55	0.10	0.20	0.65	0.29	3.99	1.00	0.74
50th-Percentile Queue Length [ft/ln]	13.04	57.38	56.13	14.71	13.69	2.51	4.97	16.26	7.25	99.67	24.92	18.53
95th-Percentile Queue Length [veh/ln]	0.94	4.13	4.04	1.06	0.99	0.18	0.36	1.17	0.52	7.18	1.79	1.33
95th-Percentile Queue Length [ft/ln]	23.47	103.29	101.04	26.47	24.65	4.52	8.94	29.27	13.04	179.40	44.85	33.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.90	10.31	10.33	46.43	8.76	8.42	53.67	32.54	32.19	47.44	25.29	25.20
Movement LOS	D	B	B	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.86			13.78			33.95			36.08		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	21.59											
Intersection LOS	C											
Intersection V/C	0.269											

Emissions

Vehicle Miles Traveled [mph]	11.05	127.14	123.94	12.92	76.53	6.96	1.17	12.85	2.84	77.48	59.40	21.95
Stops [stops/h]	23.47	103.29	101.04	26.47	49.29	4.52	8.94	58.54	13.04	179.40	89.70	33.36
Fuel consumption [US gal/h]	0.79	6.34	6.18	1.02	3.51	0.32	0.23	1.68	0.37	6.62	3.86	1.43
CO [g/h]	55.53	442.84	431.95	71.13	245.40	22.28	15.91	117.31	25.92	463.03	269.93	99.88
NOx [g/h]	10.80	86.16	84.04	13.84	47.75	4.33	3.10	22.83	5.04	90.09	52.52	19.43
VOC [g/h]	12.87	102.63	100.11	16.49	56.87	5.16	3.69	27.19	6.01	107.31	62.56	23.15

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.491	2.631	2.527	2.605
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	650
d_b, Bicycle Delay [s]	18.23	18.23	21.03	18.23
l_b,int, Bicycle LOS Score for Intersection	2.003	1.723	1.648	1.877
Bicycle LOS	B	A	A	A

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	93.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.020

Intersection Setup

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

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	475	45	62	296	209	306	645	42	45	552	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	352	0	59	416	28	78	0	0	0	0	93
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	14	0	0	70	0	0	13	0	0	36
Total Hourly Volume [veh/h]	63	927	40	134	774	211	448	780	38	54	668	109
Peak Hour Factor	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	263	11	38	219	60	127	221	11	15	189	31
Total Analysis Volume [veh/h]	71	1051	45	152	878	239	508	884	43	61	757	124
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	47	0	15	53	0	30	47	0	11	28	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	43	43	11	49	49	26	45	45	5	24	24
g / C, Green / Cycle	0.04	0.36	0.36	0.09	0.41	0.41	0.22	0.37	0.37	0.04	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.29	0.29	0.08	0.46	0.15	0.28	0.25	0.25	0.03	0.24	0.24
s, saturation flow rate [veh/h]	1810	1900	1873	1810	1900	1615	1810	1900	1869	1810	1900	1808
c, Capacity [veh/h]	75	681	671	166	776	659	392	707	696	80	380	362
d1, Uniform Delay [s]	57.35	34.82	34.82	54.04	35.50	24.65	47.00	31.33	31.37	56.71	48.00	48.00
k, delay calibration	0.24	0.50	0.50	0.32	0.50	0.50	0.50	0.21	0.21	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	58.27	10.11	10.27	38.22	75.01	1.54	150.82	2.06	2.13	13.63	108.03	109.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.81	0.81	0.92	1.13	0.36	1.30	0.66	0.66	0.76	1.19	1.19
d, Delay for Lane Group [s/veh]	115.62	44.92	45.09	92.26	110.51	26.20	197.82	33.39	33.50	70.34	156.03	157.03
Lane Group LOS	F	D	D	F	F	C	F	C	C	E	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.32	15.77	15.59	6.19	37.35	4.81	27.94	11.41	11.29	2.12	22.59	21.60
50th-Percentile Queue Length [ft/ln]	82.94	394.32	389.67	154.84	933.79	120.37	698.42	285.19	282.24	52.98	564.80	539.93
95th-Percentile Queue Length [veh/ln]	5.97	22.29	22.06	10.28	51.72	8.41	41.69	16.95	16.80	3.81	33.20	31.91
95th-Percentile Queue Length [ft/ln]	149.29	557.15	551.53	256.88	1293.07	210.34	1042.31	423.67	420.00	95.37	829.99	797.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	115.62	45.00	45.09	92.26	110.51	26.20	197.82	33.44	33.50	70.34	156.43	157.03
Movement LOS	F	D	D	F	F	C	F	C	C	E	F	F
d_A, Approach Delay [s/veh]	49.30			92.44			91.64			150.93		
Approach LOS	D			F			F			F		
d_I, Intersection Delay [s/veh]	93.19											
Intersection LOS	F											
Intersection V/C	1.020											

Emissions

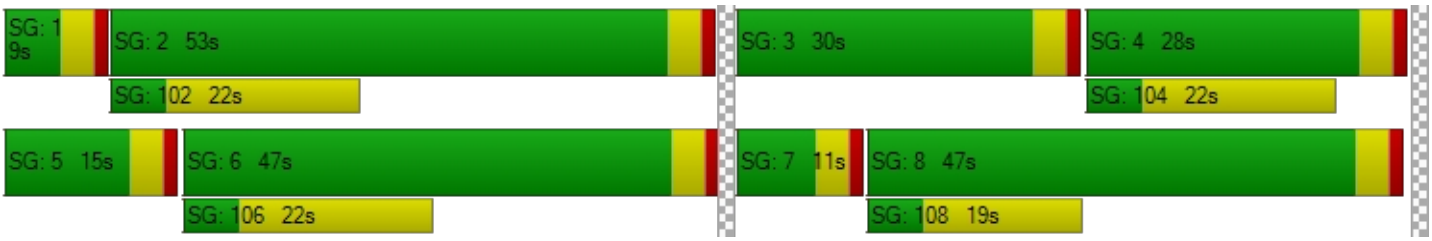
Vehicle Miles Traveled [mph]	5.09	39.53	38.99	43.96	253.91	69.12	47.09	43.24	42.69	7.23	53.54	50.95
Stops [stops/h]	99.53	473.19	467.60	185.81	1120.55	144.45	838.11	342.23	338.69	63.58	677.76	647.91
Fuel consumption [US gal/h]	3.08	12.28	12.14	6.67	42.38	5.44	28.54	7.39	7.31	1.63	21.47	20.54
CO [g/h]	215.44	858.57	848.82	466.26	2962.22	380.20	1995.23	516.65	511.27	113.72	1500.69	1435.67
NOx [g/h]	41.92	167.05	165.15	90.72	576.34	73.97	388.20	100.52	99.47	22.13	291.98	279.33
VOC [g/h]	49.93	198.98	196.72	108.06	686.52	88.12	462.41	119.74	118.49	26.36	347.80	332.73

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.962	3.309	2.922	2.838
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	817	717	400
d_b, Bicycle Delay [s]	24.70	21.00	24.70	38.40
l_b,int, Bicycle LOS Score for Intersection	2.534	3.769	2.754	2.366
Bicycle LOS	B	D	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

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

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	1	1	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	176	595	607	26	35	100
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	7	0	25
Total Hourly Volume [veh/h]	176	596	608	19	35	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	149	152	5	9	19
Total Analysis Volume [veh/h]	176	596	608	19	35	75
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	10	10	0	5	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	50	30	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	67	54	54	5	5	5
g / C, Green / Cycle	0.12	0.84	0.67	0.67	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.10	0.12	0.12	0.01	0.02	0.02	0.02
s, saturation flow rate [veh/h]	1810	5176	5176	1615	1810	1615	1615
c, Capacity [veh/h]	217	4352	3472	1083	107	96	96
d1, Uniform Delay [s]	34.31	1.15	4.91	4.39	36.10	36.25	36.25
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.07	0.07	0.11	0.03	1.75	2.60	2.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.14	0.18	0.02	0.33	0.39	0.39
d, Delay for Lane Group [s/veh]	41.38	1.21	5.02	4.42	37.86	38.85	38.85
Lane Group LOS	D	A	A	A	D	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.54	0.03	0.89	0.08	0.70	0.76	0.76
50th-Percentile Queue Length [ft/ln]	88.62	0.66	22.26	2.01	17.41	19.05	19.05
95th-Percentile Queue Length [veh/ln]	6.38	0.05	1.60	0.14	1.25	1.37	1.37
95th-Percentile Queue Length [ft/ln]	159.51	1.19	40.07	3.62	31.33	34.29	34.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.38	1.21	5.02	4.42	37.86	38.85
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	10.37		5.00		38.54	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	10.19					
Intersection LOS	B					
Intersection V/C	0.238					

Emissions

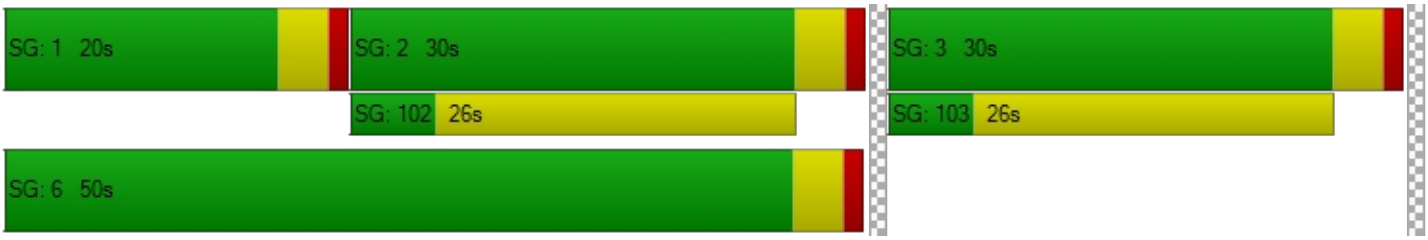
Vehicle Miles Traveled [mph]	27.10	91.78	39.09	1.22	2.75	2.95	2.95
Stops [stops/h]	159.51	3.57	120.20	3.62	31.33	34.29	34.29
Fuel consumption [US gal/h]	4.39	3.34	3.46	0.10	0.56	0.61	0.61
CO [g/h]	307.17	233.28	241.56	7.27	38.87	42.46	42.46
NOx [g/h]	59.76	45.39	47.00	1.41	7.56	8.26	8.26
VOC [g/h]	71.19	54.07	55.98	1.68	9.01	9.84	9.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.899	2.962	2.397
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1150	650	650
d_b, Bicycle Delay [s]	7.23	18.23	18.23
l_b,int, Bicycle LOS Score for Intersection	1.984	1.908	1.782
Bicycle LOS	A	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

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

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	58	5	30	148	52	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	5	30	148	52	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	1	8	37	13	6
Total Analysis Volume [veh/h]	58	5	30	148	52	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	774	685	758	646	823
Degree of Utilization, x	0.08	0.04	0.20	0.08	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.26	0.14	0.72	0.26	0.08
95th-Percentile Queue Length [ft]	6.62	3.43	18.04	6.55	2.06
Approach Delay [s/veh]	8.06	8.53		8.30	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	8.38				
Intersection LOS	A				

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

Control Type:	Signalized	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.345

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	101	6	64	123	60	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.1800	1.1800	1.1800	1.1800	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	102	0	59	24	49	113
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	2	0	0	0	39
Total Hourly Volume [veh/h]	221	5	135	169	120	118
Peak Hour Factor	0.7230	0.7230	0.8330	0.8330	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	2	41	51	39	38
Total Analysis Volume [veh/h]	306	7	162	203	154	152
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	15	0	17	36	16	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	21	40	20	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	7	44	8	8
g / C, Green / Cycle	0.55	0.55	0.12	0.73	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.16	0.00	0.09	0.06	0.09	0.09
s, saturation flow rate [veh/h]	1900	1615	1810	3618	1810	1615
c, Capacity [veh/h]	1046	889	212	2656	240	214
d1, Uniform Delay [s]	7.23	6.09	25.68	2.24	24.68	24.93
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.71	0.02	5.64	0.06	2.87	4.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.01	0.76	0.08	0.64	0.71
d, Delay for Lane Group [s/veh]	7.94	6.11	31.32	2.30	27.55	29.26
Lane Group LOS	A	A	C	A	C	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.63	0.03	2.44	0.19	2.14	2.20
50th-Percentile Queue Length [ft/ln]	40.76	0.79	60.98	4.64	53.53	55.03
95th-Percentile Queue Length [veh/ln]	2.93	0.06	4.39	0.33	3.85	3.96
95th-Percentile Queue Length [ft/ln]	73.37	1.41	109.76	8.36	96.35	99.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.94	6.11	31.32	2.30	27.55	29.26
Movement LOS	A	A	C	A	C	C
d_A, Approach Delay [s/veh]	7.90		15.18		28.40	
Approach LOS	A		B		C	
d_I, Intersection Delay [s/veh]	16.97					
Intersection LOS	B					
Intersection V/C	0.345					

Emissions

Vehicle Miles Traveled [mph]	56.47	1.29	6.77	8.48	9.76	9.64
Stops [stops/h]	97.82	1.89	146.35	22.28	128.47	132.07
Fuel consumption [US gal/h]	3.65	0.08	2.12	0.57	1.98	2.03
CO [g/h]	254.88	5.34	148.17	39.66	138.07	141.99
NOx [g/h]	49.59	1.04	28.83	7.72	26.86	27.63
VOC [g/h]	59.07	1.24	34.34	9.19	32.00	32.91

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.144
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	1200	533
d_b, Bicycle Delay [s]	16.88	4.80	16.13
l_b,int, Bicycle LOS Score for Intersection	2.079	1.861	1.560
Bicycle LOS	B	A	A

Sequence

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

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

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

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

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	0	0	2	0	6	3	0	16	3
Total Analysis Volume [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.41	0.00	0.00	8.52	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.64	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.41			8.52			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.19											
Intersection LOS	A											

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

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

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

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	15	15	0	4	3	4	3	29	10	11
Total Analysis Volume [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.06	0.11	0.00	0.02	0.01	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	11.55	12.20	8.74	12.67	12.58	9.42	7.38	0.00	0.00	7.42	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.29	0.45	0.45	0.45	0.02	0.00	0.00	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.19	7.19	7.19	11.24	11.24	11.24	0.50	0.00	0.00	5.84	0.00	0.00
d_A, Approach Delay [s/veh]	9.38			11.96			2.17			4.28		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.65											
Intersection LOS	B											

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

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	771	708	0	0	43
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	771	708	0	0	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	193	177	0	0	11
Total Analysis Volume [veh/h]	0	771	708	0	0	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.06
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.30
d_A, Approach Delay [s/veh]	0.00		0.00		12.06	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

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

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	52	0	0	200	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	0	0	200	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	0	50	0	3
Total Analysis Volume [veh/h]	52	0	0	200	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.56
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.82
d_A, Approach Delay [s/veh]	0.00		0.00		8.56	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	630	589	15	0	44
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	630	589	15	0	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	158	147	4	0	11
Total Analysis Volume [veh/h]	0	630	589	15	0	44
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.44
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.24
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.88
d_A, Approach Delay [s/veh]	0.00		0.00		11.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.127

Intersection Setup

Name	Perris Blvd			Perris Blvd			Commercial Driveway 8					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Commercial Driveway 8					
Base Volume Input [veh/h]	0	0	14	0	1	0	0	0	0	0	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	76	554	0	0	570	51	0	0	35	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	554	14	0	571	51	0	0	35	0	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	139	4	0	143	13	0	0	9	0	0	2
Total Analysis Volume [veh/h]	76	554	14	0	571	51	0	0	35	0	0	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.06	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	11.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.25	0.00	0.00	10.95
Movement LOS	B	A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	10.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.54	0.00	0.00	0.87
d_A, Approach Delay [s/veh]	1.40			0.00			11.25			10.95		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.05											
Intersection LOS	B											

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

Control Type:	Signalized	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.317

Intersection Setup

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

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	14	0	6	8	323	0	1	443	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.1800	1.0000	1.1800	1.1800	1.1800	1.0000	1.0000	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	78	27	0	9	21	119	5	102	201	21
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	20	0	0	4	0	0	1	0	0	11
Total Hourly Volume [veh/h]	9	0	58	44	0	12	30	500	4	103	724	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.7802	0.7802	0.7802	0.7828	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	15	11	0	3	10	160	1	33	231	10
Total Analysis Volume [veh/h]	9	0	58	44	0	12	38	641	5	132	925	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

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

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	14	0	30	19	0	27	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	30	30	30	30	30	30	30	30
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	1	10	10	3	12	12
g / C, Green / Cycle	0.15	0.15	0.05	0.34	0.34	0.11	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.04	0.03	0.02	0.17	0.17	0.07	0.26	0.26
s, saturation flow rate [veh/h]	1677	1686	1810	1900	1895	1810	1900	1872
c, Capacity [veh/h]	384	464	85	638	636	206	765	754
d1, Uniform Delay [s]	11.28	11.16	13.80	7.91	7.91	12.60	7.14	7.14
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	0.12	3.63	0.62	0.63	3.30	0.88	0.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.12	0.45	0.51	0.51	0.64	0.64	0.64
d, Delay for Lane Group [s/veh]	11.50	11.28	17.43	8.53	8.54	15.90	8.02	8.04
Lane Group LOS	B	B	B	A	A	B	A	A
Critical Lane Group	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.31	0.25	0.25	0.85	0.85	0.72	1.07	1.06
50th-Percentile Queue Length [ft/ln]	7.82	6.36	6.31	21.26	21.22	18.02	26.74	26.42
95th-Percentile Queue Length [veh/ln]	0.56	0.46	0.45	1.53	1.53	1.30	1.93	1.90
95th-Percentile Queue Length [ft/ln]	14.07	11.46	11.35	38.27	38.20	32.44	48.13	47.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.50	11.50	11.50	11.28	11.28	11.28	17.43	8.54	8.54	15.90	8.03	8.04
Movement LOS	B	B	B	B	B	B	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	11.50			11.28			9.03			8.98		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	9.15											
Intersection LOS	A											
Intersection V/C	0.317											

Emissions

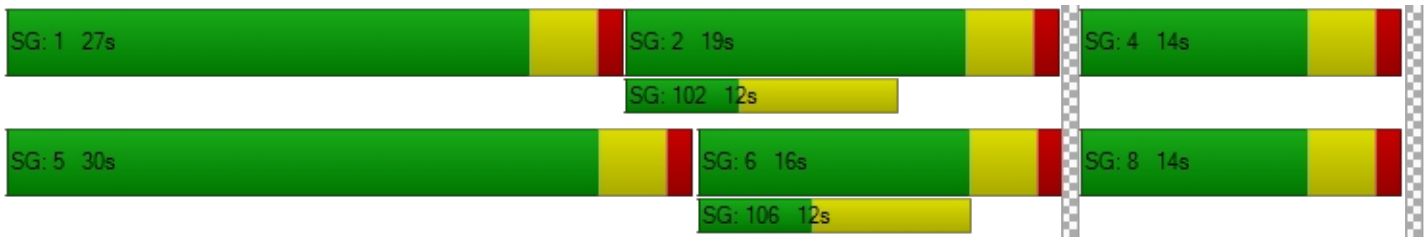
Vehicle Miles Traveled [mph]	1.58	1.32	3.52	29.98	29.91	12.60	46.43	45.75
Stops [stops/h]	37.98	30.92	30.64	103.31	103.09	87.56	129.91	128.37
Fuel consumption [US gal/h]	0.43	0.35	0.64	2.87	2.87	1.95	4.00	3.95
CO [g/h]	30.18	24.74	44.50	200.89	200.44	136.15	279.67	275.99
NOx [g/h]	5.87	4.81	8.66	39.09	39.00	26.49	54.41	53.70
VOC [g/h]	7.00	5.73	10.31	46.56	46.45	31.55	64.82	63.96

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	7.19	7.19	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	1.789	1.730	0.000	0.000
Crosswalk LOS	A	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	675	675	1012	810
d_b, Bicycle Delay [s]	6.51	6.51	3.62	5.25
l_b,int, Bicycle LOS Score for Intersection	1.703	1.659	2.125	2.475
Bicycle LOS	A	A	B	B

Sequence

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



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

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	296	0	0	449
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.1800	1.0000	1.0000	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	137	5	0	218
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	8	486	5	0	748
Peak Hour Factor	1.0000	1.0000	0.7802	0.7802	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	156	2	0	239
Total Analysis Volume [veh/h]	0	8	623	6	0	956
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.30	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.88	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.30		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	4	355	35	59	108
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	4	355	35	59	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	89	9	15	27
Total Analysis Volume [veh/h]	12	4	355	35	59	108
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	13.23	9.62	0.00	0.00	8.21	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.16	0.00
95th-Percentile Queue Length [ft/ln]	2.44	2.44	0.00	0.00	3.94	0.00
d_A, Approach Delay [s/veh]	12.33		0.00		2.90	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.19					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	115	99	0	305
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	16	115	99	0	305
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	29	25	0	76
Total Analysis Volume [veh/h]	0	16	115	99	0	305
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.93	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.31	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.93		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	A					

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

Control Type:	Signalized	Delay (sec / veh):	3.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.083

Intersection Setup

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

Volumes

Name			Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	250	0	36	109	0	36
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	9
Total Hourly Volume [veh/h]	250	0	36	109	0	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	0	9	27	0	7
Total Analysis Volume [veh/h]	250	0	36	109	0	27
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	6	0	0	2	0	4
Auxiliary Signal Groups						
Maximum Green [s]	27	0	0	27	0	25
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	5	0	0	5	0	5
Pedestrian Clearance [s]	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

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

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	50	50	2
g / C, Green / Cycle	0.83	0.83	0.83	0.83	0.03
(v / s)_i Volume / Saturation Flow Rate	0.07	0.07	0.03	0.03	0.02
s, saturation flow rate [veh/h]	1900	1900	1148	3618	1615
c, Capacity [veh/h]	1584	1584	1011	3015	54
d1, Uniform Delay [s]	0.89	0.89	1.55	0.86	28.52
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	0.10	0.07	0.02	7.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.08	0.08	0.04	0.04	0.50
d, Delay for Lane Group [s/veh]	0.99	0.99	1.62	0.88	35.64
Lane Group LOS	A	A	A	A	D
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.04	0.04	0.05	0.01	0.47
50th-Percentile Queue Length [ft/ln]	1.07	1.07	1.35	0.23	11.75
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.10	0.02	0.85
95th-Percentile Queue Length [ft/ln]	1.93	1.93	2.42	0.42	21.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.99	0.99	1.62	0.88	0.00	35.64
Movement LOS	A	A	A	A		D
d_A, Approach Delay [s/veh]	0.99		1.06		35.64	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	3.23					
Intersection LOS	A					
Intersection V/C	0.083					

Emissions

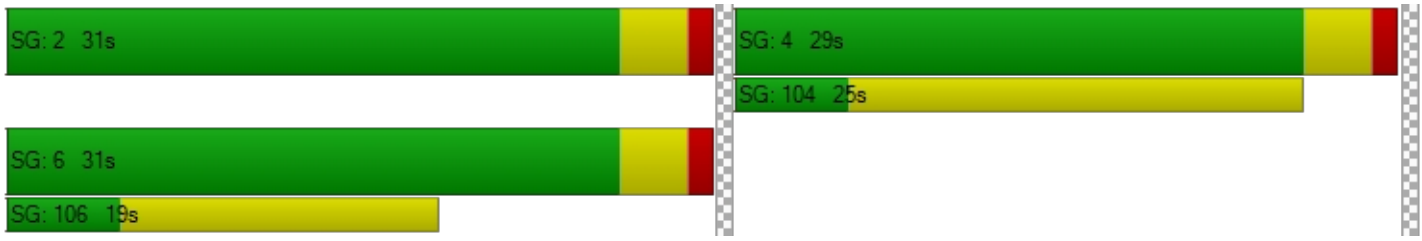
Vehicle Miles Traveled [mph]	11.36	11.36	1.41	4.28	2.42
Stops [stops/h]	2.57	2.57	3.23	1.13	28.20
Fuel consumption [US gal/h]	0.45	0.45	0.09	0.20	0.45
CO [g/h]	31.21	31.21	6.14	14.12	31.55
NOx [g/h]	6.07	6.07	1.20	2.75	6.14
VOC [g/h]	7.23	7.23	1.42	3.27	7.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.243	2.365	2.008
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.766	1.679	1.560
Bicycle LOS	A	A	A

Sequence

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



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

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	215	14	0	81
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	215	14	0	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	54	4	0	20
Total Analysis Volume [veh/h]	0	5	215	14	0	81
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.92	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.41	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.92		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	4	878	0	12	158
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	4	878	0	12	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	220	0	3	40
Total Analysis Volume [veh/h]	5	4	878	0	12	158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	19.92	11.61	0.00	0.00	9.70	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	2.10	2.10	0.00	0.00	1.17	0.00
d_A, Approach Delay [s/veh]	16.23		0.00		0.68	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

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

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	286	0	9	146	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	286	0	9	146	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	0	2	37	0	1
Total Analysis Volume [veh/h]	286	0	9	146	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.82	0.00	0.00	9.08
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.53	0.00	0.00	0.17
d_A, Approach Delay [s/veh]	0.00		0.45		9.08	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	219	15	0	109	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	219	15	0	109	0	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	4	0	27	0	8
Total Analysis Volume [veh/h]	219	15	0	109	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.05
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	2.61
d_A, Approach Delay [s/veh]	0.00		0.00		9.05	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	232	0	12	97	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	232	0	12	97	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	0	3	24	0	1
Total Analysis Volume [veh/h]	232	0	12	97	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.70	0.00	0.00	8.92
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.85		8.92	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	217	6	3	94	9	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	6	3	94	9	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	2	1	24	2	4
Total Analysis Volume [veh/h]	217	6	3	94	9	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	10.29	9.01
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.17	0.00	2.16	2.16
d_A, Approach Delay [s/veh]	0.00		0.24		9.51	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.70					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	7.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	223	0	2	101	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	223	0	2	101	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	1	25	0	0
Total Analysis Volume [veh/h]	223	0	2	101	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	0.00	8.88
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.11	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.15		8.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	220	0	12	89	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	220	0	12	89	0	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	3	22	0	1
Total Analysis Volume [veh/h]	220	0	12	89	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.67	0.00	0.00	8.89
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.00	0.00	0.24
d_A, Approach Delay [s/veh]	0.00		0.91		8.89	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.084

Intersection Setup

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

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	40	0	0	0	0	0	0	50	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.1800	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.1800	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	35	0	0	158	9	4	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	35	47	0	158	9	4	0	4	59	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	9	12	0	40	2	1	0	1	15	0	0
Total Analysis Volume [veh/h]	12	35	47	0	158	9	4	0	4	59	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.08	0.00	0.00
d_M, Delay for Movement [s/veh]	7.55	0.00	0.00	7.36	0.00	0.00	10.14	0.00	9.10	10.60	11.00	9.02
Movement LOS	A	A	A	A	A	A	B		A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.00	0.00	0.00	0.03	0.00	0.03	0.27	0.27	0.27
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.56	0.00	0.00	0.00	0.77	0.00	0.77	6.87	6.87	6.87
d_A, Approach Delay [s/veh]	0.96			0.00			9.62			10.60		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.42											
Intersection LOS	B											

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

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	34	0	51	143	6	8	0	2	22	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	34	0	51	143	6	8	0	2	22	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	9	0	13	36	2	2	0	1	6	0	3
Total Analysis Volume [veh/h]	6	34	0	51	143	6	8	0	2	22	0	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	7.50	0.00	0.00	7.34	0.00	0.00	10.83	0.00	9.05	10.89	0.00	8.68
Movement LOS	A	A	A	A	A	A	B		A	B		A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.10	0.00	0.00	0.05	0.00	0.05	0.14	0.00	0.14
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.25	2.48	0.00	0.00	1.14	0.00	1.14	3.54	0.00	3.54
d_A, Approach Delay [s/veh]	1.12			1.87			10.47			10.15		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.04											
Intersection LOS	B											

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

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	218	0	7	82	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	0	7	82	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	2	21	0	1
Total Analysis Volume [veh/h]	218	0	7	82	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.65	0.00	0.00	8.88
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.39	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.60		8.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	212	3	0	82	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	3	0	82	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	1	0	21	0	2
Total Analysis Volume [veh/h]	212	3	0	82	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.89
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.57
d_A, Approach Delay [s/veh]	0.00		0.00		8.89	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	A					

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

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	14	44	159	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	14	44	159	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	4	11	40	1
Total Analysis Volume [veh/h]	3	3	14	44	159	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.82	9.08	7.53	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.59	0.59	0.00	0.00
d_A, Approach Delay [s/veh]	9.45		1.82		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.72					
Intersection LOS	A					

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Harvest Landing

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

Scenario 8 Opening Year II PP PM
10/14/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	0.928	65.9	E
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	NB Right	0.892	70.1	E
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.783	39.2	D
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	NB Left	0.681	18.2	B
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	NB Thru	0.934	73.7	E
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	WB Left	0.553	11.7	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	NB Left	0.612	33.0	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.727	40.3	D
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	WB Left	0.648	32.3	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.927	33.2	D
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	EB Left	0.868	59.3	E
12	Placentia Ave/Barrett Ave	Signalized	HCM 7th Edition	EB Left	0.434	27.1	C
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	NB Left	0.886	61.9	E
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	NB Left	1.416	245.9	F
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.860	23.4	C
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.800	71.2	E
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.435	32.4	C

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Thru	0.979	126.7	F
19	Orange Ave/Barrett Ave	Signalized	HCM 7th Edition	SB Left	0.352	14.4	B
20	Orange Ave/Indian Ave	Signalized	HCM 7th Edition	EB Left	0.304	11.7	B
21	Orange Ave/Frontage Rd	Signalized	HCM 7th Edition	SB Left	0.676	166.0	F
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Thru	0.705	18.8	C
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Left	0.919	32.1	C
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	NB Left	0.625	32.7	C
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.868	48.2	D
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	EB Left	0.905	82.6	F
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	2.371	169.4	F
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.733	24.1	C
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.836	76.6	E
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	0.623	17.7	C
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.575	9.8	A
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.612	24.1	C
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	NB Left	0.681	44.5	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.246	16.0	B
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	NB Left	0.360	28.3	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Left	0.954	91.4	F
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	EB Right	0.295	12.8	B
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	WB Left	0.209	8.6	A

39	Barrett Ave/I-215 Frontage Road	Signalized	HCM 7th Edition	WB Left	0.361	16.0	B
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Right	0.013	8.6	A
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Left	0.202	15.1	C
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.131	13.5	B
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition	WB Right	0.018	9.0	A
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.116	12.3	B
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	NB Left	0.172	13.0	B
46	Commercial Driveway 9/Orange Ave	Signalized	HCM 7th Edition	WB Left	0.441	12.2	B
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.019	11.0	B
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.041	12.0	B
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.038	9.7	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition	WB Right	0.074	3.0	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.010	8.7	A
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.024	13.9	B
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.8	A
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.060	8.8	A
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.6	A
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.023	9.8	A
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	SB Left	0.001	7.4	A
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.5	A
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.164	11.6	B

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.053	11.4	B
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.5	A
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.013	8.5	A
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.007	9.9	A

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

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

Control Type:	Signalized	Delay (sec / veh):	65.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.928

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	166	769	364	186	708	15	29	358	116	266	310	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	943	25	0	774	0	0	0	5	15	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	116	0	0	5	0	0	36	0	0	32
Total Hourly Volume [veh/h]	213	1873	349	225	1631	13	35	433	109	337	375	95
Peak Hour Factor	0.8396	0.8396	0.8396	0.9214	0.9214	0.9214	0.9410	0.9410	0.9410	0.9098	0.9098	0.9098
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	558	104	61	443	4	9	115	29	93	103	26
Total Analysis Volume [veh/h]	254	2231	416	244	1770	14	37	460	116	370	412	104
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	32	0	11	30	0	7	35	0	16	44	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	36	0	16	29	0	18	39	0	19	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	47	47	12	42	42	3	20	20	15	32	32
g / C, Green / Cycle	0.16	0.43	0.43	0.11	0.38	0.38	0.03	0.18	0.18	0.14	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.14	0.43	0.26	0.13	0.32	0.32	0.02	0.16	0.16	0.20	0.14	0.14
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1892	1810	1900	1770	1810	1900	1770
c, Capacity [veh/h]	284	2205	688	197	1368	716	58	348	324	247	545	508
d1, Uniform Delay [s]	45.47	31.57	24.40	49.00	31.44	31.45	52.58	43.51	43.58	47.50	32.53	32.53
k, delay calibration	0.29	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.60	22.09	3.91	141.95	7.04	12.55	10.79	5.98	6.75	244.86	0.68	0.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	1.01	0.60	1.24	0.86	0.86	0.63	0.85	0.86	1.50	0.49	0.49
d, Delay for Lane Group [s/veh]	67.07	53.65	28.31	190.95	38.48	44.00	63.37	49.49	50.33	292.36	33.21	33.26
Lane Group LOS	E	F	C	F	D	D	E	D	D	F	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.26	22.39	8.57	13.03	14.69	16.48	1.16	8.11	7.70	23.30	5.76	5.38
50th-Percentile Queue Length [ft/ln]	206.55	559.74	214.25	325.64	367.24	411.91	28.96	202.74	192.58	582.62	144.05	134.42
95th-Percentile Queue Length [veh/ln]	12.98	30.41	13.37	20.54	20.98	23.13	2.08	12.78	12.26	36.38	9.70	9.18
95th-Percentile Queue Length [ft/ln]	324.40	760.34	334.28	513.47	524.38	578.33	52.12	319.50	306.38	909.40	242.46	229.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.07	53.65	28.31	190.95	40.35	44.00	63.37	49.79	50.33	292.36	33.23	33.26
Movement LOS	E	F	C	F	D	D	E	D	D	F	C	C
d_A, Approach Delay [s/veh]	51.19			58.50			50.71			141.45		
Approach LOS	D			E			D			F		
d_I, Intersection Delay [s/veh]	65.89											
Intersection LOS	E											
Intersection V/C	0.928											

Emissions

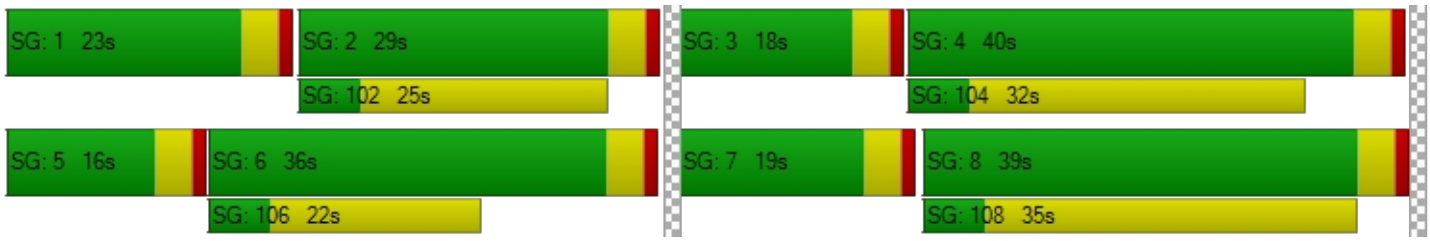
Vehicle Miles Traveled [mph]	127.27	1117.83	208.44	15.20	72.95	38.19	2.58	20.73	19.49	24.33	17.57	16.37
Stops [stops/h]	270.40	2198.25	280.48	426.29	961.49	539.22	37.91	265.40	252.11	762.70	188.57	175.97
Fuel consumption [US gal/h]	11.19	90.00	13.03	15.30	23.63	13.50	1.04	7.00	6.66	32.33	4.75	4.43
CO [g/h]	782.24	6291.31	910.72	1069.55	1651.46	943.77	72.48	489.27	465.67	2259.60	332.14	309.91
NOx [g/h]	152.19	1224.06	177.19	208.10	321.31	183.62	14.10	95.19	90.60	439.64	64.62	60.30
VOC [g/h]	181.29	1458.07	211.07	247.88	382.74	218.73	16.80	113.39	107.92	523.68	76.98	71.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.872	3.539	2.752	2.987
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	582	455	636	655
d_b, Bicycle Delay [s]	27.65	32.84	25.57	24.89
l_b,int, Bicycle LOS Score for Intersection	3.219	2.678	2.095	2.317
Bicycle LOS	C	B	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	70.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.892

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	69	1132	169	114	879	20	26	128	92	195	97	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	979	13	0	794	0	0	0	11	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	54	0	0	6	0	0	31	0	0	35
Total Hourly Volume [veh/h]	101	2349	163	138	1858	18	31	155	91	250	117	104
Peak Hour Factor	0.8779	0.8779	0.8779	0.8866	0.8866	0.8866	0.8183	0.8183	0.8183	0.8130	0.8130	0.8130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	669	46	39	524	5	9	47	28	77	36	32
Total Analysis Volume [veh/h]	115	2676	186	156	2096	20	38	189	111	308	144	128
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	36	0	10	35	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	15	39	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	56	56	11	57	57	14	14	14	23	23	23
g / C, Green / Cycle	0.08	0.46	0.46	0.09	0.48	0.48	0.12	0.12	0.12	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.06	0.52	0.54	0.09	0.38	0.38	0.02	0.10	0.07	0.17	0.08	0.08
s, saturation flow rate [veh/h]	1810	3618	1839	1810	3618	1891	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	141	1676	852	166	1726	902	219	230	195	345	362	308
d1, Uniform Delay [s]	54.48	32.20	32.20	54.17	26.62	26.65	47.36	51.49	49.79	47.36	42.52	42.68
k, delay calibration	0.18	0.50	0.50	0.34	0.50	0.50	0.11	0.11	0.11	0.23	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.57	62.38	83.64	44.07	4.10	7.62	0.37	7.21	2.59	15.31	0.71	0.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	1.12	1.16	0.94	0.80	0.81	0.17	0.82	0.57	0.89	0.40	0.42
d, Delay for Lane Group [s/veh]	71.05	94.58	115.83	98.24	30.73	34.27	47.74	58.70	52.38	62.67	43.23	43.58
Lane Group LOS	E	F	F	F	C	C	D	E	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.99	36.86	42.50	6.59	16.58	18.26	1.03	5.91	3.24	10.24	3.75	3.36
50th-Percentile Queue Length [ft/ln]	99.65	921.54	1062.56	164.77	414.61	456.42	25.78	147.82	80.93	256.08	93.87	84.09
95th-Percentile Queue Length [veh/ln]	7.18	50.92	59.19	10.80	23.26	25.26	1.86	9.90	5.83	15.49	6.76	6.05
95th-Percentile Queue Length [ft/ln]	179.38	1273.10	1479.73	270.02	581.58	631.61	46.40	247.52	145.68	387.30	168.97	151.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.05	100.93	115.83	98.24	31.92	34.27	47.74	58.70	52.38	62.67	43.23	43.58
Movement LOS	E	F	F	F	C	C	D	E	D	E	D	D
d_A, Approach Delay [s/veh]	100.71			36.50			55.39			53.63		
Approach LOS	F			D			E			D		
d_I, Intersection Delay [s/veh]	70.14											
Intersection LOS	E											
Intersection V/C	0.892											

Emissions

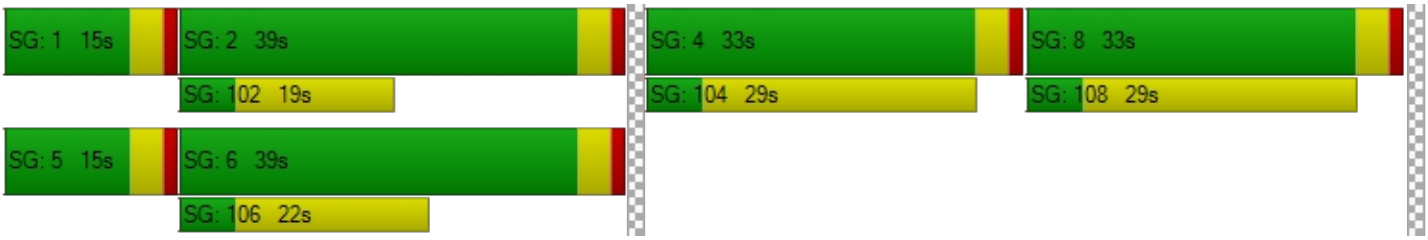
Vehicle Miles Traveled [mph]	189.19	3087.06	1621.35	78.16	695.93	364.29	3.17	15.79	9.27	36.62	17.12	15.22
Stops [stops/h]	119.58	2211.70	1275.07	197.72	995.07	547.70	30.94	177.39	97.12	307.30	112.65	100.90
Fuel consumption [US gal/h]	9.63	169.43	94.66	8.26	44.91	24.37	0.79	4.57	2.47	8.26	2.99	2.67
CO [g/h]	673.45	11842.9	6616.54	577.09	3139.36	1703.23	54.99	319.12	172.60	577.24	208.76	186.73
NOx [g/h]	131.03	2304.21	1287.34	112.28	610.81	331.39	10.70	62.09	33.58	112.31	40.62	36.33
VOC [g/h]	156.08	2744.72	1533.45	133.75	727.58	394.74	12.74	73.96	40.00	133.78	48.38	43.28

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.851	3.695	2.403	2.677
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	583	483	483
d_b, Bicycle Delay [s]	30.10	30.10	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.227	2.813	2.168	2.574
Bicycle LOS	C	C	B	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	39.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	36	806	5	154	1048	280	250	155	62	9	133	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	1010	12	0	819	0	0	0	5	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	85	0	0	20	0	0	41
Total Hourly Volume [veh/h]	56	1985	13	186	2087	254	303	188	60	16	161	122
Peak Hour Factor	0.8615	0.8615	0.8615	0.8521	0.8521	0.8521	0.8694	0.8694	0.8694	0.9095	0.9095	0.9095
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	576	4	55	612	75	87	54	17	4	44	34
Total Analysis Volume [veh/h]	65	2304	15	218	2449	298	349	216	69	18	177	134
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	36	0	6	37	0	16	47	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	40	0	10	41	0	20	51	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	60	60	6	62	62	16	26	26	2	12	12
g / C, Green / Cycle	0.04	0.55	0.55	0.05	0.56	0.56	0.15	0.23	0.23	0.02	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.02	0.45	0.01	0.06	0.47	0.18	0.19	0.06	0.04	0.01	0.03	0.08
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	138	2834	884	192	2913	909	263	843	376	68	553	173
d1, Uniform Delay [s]	51.72	20.29	11.36	52.00	19.95	12.89	47.00	34.41	33.80	53.16	45.42	47.83
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.48	2.67	0.04	75.54	3.12	0.96	170.61	0.16	0.23	2.03	0.33	7.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.81	0.02	1.14	0.84	0.33	1.33	0.26	0.18	0.26	0.32	0.78
d, Delay for Lane Group [s/veh]	54.21	22.96	11.40	127.54	23.07	13.85	217.61	34.57	34.04	55.18	45.75	55.11
Lane Group LOS	D	C	B	F	C	B	F	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.90	14.88	0.16	4.58	15.99	3.82	19.42	2.30	1.46	0.26	1.47	3.82
50th-Percentile Queue Length [ft/ln]	22.54	372.00	4.09	114.45	399.74	95.38	485.44	57.56	36.44	6.45	36.68	95.44
95th-Percentile Queue Length [veh/ln]	1.62	21.21	0.29	8.24	22.55	6.87	29.97	4.14	2.62	0.46	2.64	6.87
95th-Percentile Queue Length [ft/ln]	40.57	530.15	7.37	206.01	563.69	171.68	749.26	103.61	65.59	11.61	66.02	171.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.21	22.96	11.40	127.54	23.07	13.85	217.61	34.57	34.04	55.18	45.75	55.11
Movement LOS	D	C	B	F	C	B	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	23.74			29.82			135.27			50.08		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	39.17											
Intersection LOS	D											
Intersection V/C	0.783											

Emissions

Vehicle Miles Traveled [mph]	24.25	859.49	5.60	358.64	4028.97	490.25	52.21	32.31	10.32	2.19	21.50	16.28
Stops [stops/h]	59.02	1460.94	5.36	299.66	1569.88	124.86	635.48	150.71	47.70	16.89	144.04	124.94
Fuel consumption [US gal/h]	2.28	58.39	0.29	21.68	169.12	19.20	25.14	4.50	1.42	0.49	4.18	3.61
CO [g/h]	159.50	4081.62	20.50	1515.18	11821.5	1341.88	1757.47	314.63	99.59	34.04	291.87	252.61
NOx [g/h]	31.03	794.14	3.99	294.80	2300.04	261.08	341.94	61.21	19.38	6.62	56.79	49.15
VOC [g/h]	36.97	945.96	4.75	351.16	2739.75	310.99	407.31	72.92	23.08	7.89	67.64	58.55

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.671	3.936	2.901	3.053
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	673	855	655
d_b, Bicycle Delay [s]	24.89	24.22	18.04	24.89
l_b,int, Bicycle LOS Score for Intersection	2.874	3.237	2.099	1.763
Bicycle LOS	C	C	B	A

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	18.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	16	766	15	8	1075	32	43	42	67	13	44	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	1034	12	0	829	0	0	0	5	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	8	0	0	10	0	0	22	0	0	8
Total Hourly Volume [veh/h]	31	1961	22	10	2130	29	52	51	64	21	53	23
Peak Hour Factor	0.9246	0.9246	0.9246	0.8460	0.8460	0.8460	0.5611	0.5611	0.5611	0.6762	0.6762	0.6762
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	530	6	3	629	9	23	23	29	8	20	9
Total Analysis Volume [veh/h]	34	2121	24	12	2518	34	93	91	114	31	78	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	15	62	0	5	52	0	8	31	0	6	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	40	0	31	62	0	16	35	0	14	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	85	85	2	83	83	8	14	14	3	10	10
g / C, Green / Cycle	0.03	0.71	0.71	0.01	0.69	0.69	0.06	0.12	0.12	0.03	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.02	0.59	0.01	0.01	0.46	0.46	0.05	0.05	0.07	0.02	0.03	0.03
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1887	1810	1900	1615	1810	1900	1714
c, Capacity [veh/h]	51	2552	1139	26	2502	1305	117	227	193	49	156	140
d1, Uniform Delay [s]	57.74	12.59	5.29	58.65	10.63	10.66	55.32	48.84	50.03	57.79	52.13	52.25
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.75	3.33	0.03	11.78	1.44	2.77	11.35	1.14	2.85	12.72	1.43	1.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.83	0.02	0.46	0.67	0.67	0.79	0.40	0.59	0.63	0.36	0.39
d, Delay for Lane Group [s/veh]	71.48	15.92	5.32	70.43	12.07	13.44	66.67	49.97	52.88	70.51	53.55	54.03
Lane Group LOS	E	B	A	E	B	B	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.19	17.15	0.16	0.44	10.95	11.99	3.12	2.58	3.37	1.10	1.67	1.64
50th-Percentile Queue Length [ft/ln]	29.86	428.79	4.06	11.00	273.81	299.71	78.02	64.50	84.29	27.45	41.81	40.94
95th-Percentile Queue Length [veh/ln]	2.15	23.94	0.29	0.79	16.38	17.67	5.62	4.64	6.07	1.98	3.01	2.95
95th-Percentile Queue Length [ft/ln]	53.75	598.59	7.31	19.80	409.49	441.67	140.44	116.09	151.72	49.41	75.26	73.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.48	15.92	5.32	70.43	12.53	13.44	66.67	49.97	52.88	70.51	53.68	54.03
Movement LOS	E	B	A	E	B	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	16.67			12.81			56.29			57.41		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	18.16											
Intersection LOS	B											
Intersection V/C	0.681											

Emissions

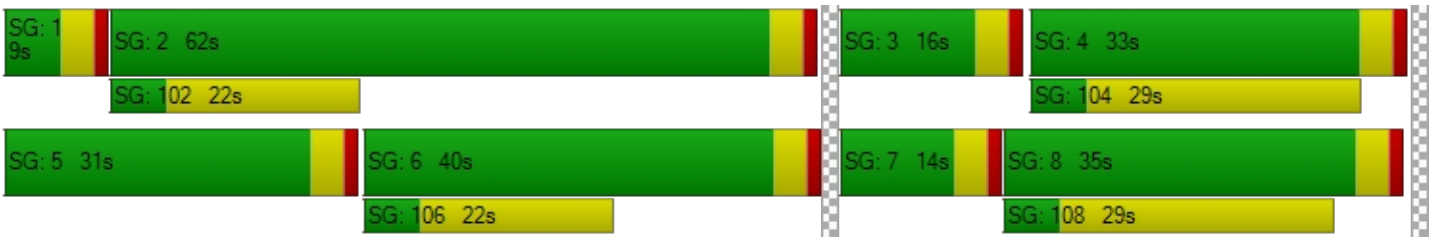
Vehicle Miles Traveled [mph]	17.12	1067.77	12.08	4.48	624.81	327.20	5.12	5.01	6.28	2.06	3.78	3.67
Stops [stops/h]	35.83	1029.10	4.88	13.20	657.14	359.66	93.63	77.40	101.15	32.94	50.17	49.13
Fuel consumption [US gal/h]	1.53	56.27	0.50	0.49	33.70	18.09	2.16	1.70	2.23	0.77	1.14	1.12
CO [g/h]	106.72	3933.11	35.00	34.22	2355.72	1264.19	151.05	118.72	155.64	53.89	79.71	78.00
NOx [g/h]	20.76	765.24	6.81	6.66	458.34	245.97	29.39	23.10	30.28	10.49	15.51	15.18
VOC [g/h]	24.73	911.54	8.11	7.93	545.96	292.99	35.01	27.51	36.07	12.49	18.47	18.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.638	3.632	2.455	2.392
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	967	517	483
d_b, Bicycle Delay [s]	29.40	16.02	33.00	34.50
l_b,int, Bicycle LOS Score for Intersection	3.364	2.975	1.824	1.684
Bicycle LOS	C	C	A	A

Sequence

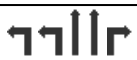
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Control Type:	Signalized	Delay (sec / veh):	73.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.934

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	123	413	109	284	632	251	297	1030	135	144	732	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	732	25	0	573	265	326	21	2	17	12	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	39	0	0	142	0	0	41	0	0	30
Total Hourly Volume [veh/h]	150	1232	118	344	1338	427	685	1267	124	191	898	90
Peak Hour Factor	0.8200	0.8200	0.8200	0.9321	0.9321	0.9321	0.8971	0.8971	0.8971	0.9286	0.9286	0.9286
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	376	36	92	359	115	191	353	35	51	242	24
Total Analysis Volume [veh/h]	183	1502	144	369	1435	458	764	1412	138	206	967	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	38	0	11	43	0	23	47	0	8	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	16	46	0	28	52	0	12	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	41	41	12	47	47	24	43	43	8	27	27
g / C, Green / Cycle	0.05	0.34	0.34	0.10	0.39	0.39	0.20	0.36	0.36	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.05	0.42	0.09	0.11	0.40	0.28	0.22	0.27	0.09	0.06	0.20	0.20
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1813
c, Capacity [veh/h]	176	1244	556	351	1425	636	703	1843	575	234	806	404
d1, Uniform Delay [s]	57.00	39.36	28.35	54.00	36.36	30.76	48.00	34.22	27.21	55.52	45.08	45.09
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	42.88	100.96	1.13	36.75	25.51	6.89	45.23	0.69	0.21	10.19	3.32	13.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.04	1.21	0.26	1.05	1.01	0.72	1.09	0.77	0.24	0.88	0.88	0.88
d, Delay for Lane Group [s/veh]	99.88	140.32	29.48	90.75	61.87	37.65	93.23	34.90	27.42	65.71	48.41	58.64
Lane Group LOS	F	F	C	F	F	D	F	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.65	34.79	3.06	6.95	24.59	11.84	14.36	11.42	2.67	3.30	10.03	11.20
50th-Percentile Queue Length [ft/ln]	91.13	869.64	76.61	173.87	614.66	295.98	359.07	285.57	66.74	82.39	250.67	280.10
95th-Percentile Queue Length [veh/ln]	6.56	50.06	5.52	11.49	32.88	17.48	21.49	16.97	4.81	5.93	15.22	16.69
95th-Percentile Queue Length [ft/ln]	164.03	1251.62	137.90	287.23	822.12	437.06	537.24	424.13	120.14	148.30	380.50	417.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	99.88	140.32	29.48	90.75	61.87	37.65	93.23	34.90	27.42	65.71	51.14	58.64
Movement LOS	F	F	C	F	F	D	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	127.55			61.68			53.72			54.08		
Approach LOS	F			E			D			D		
d_I, Intersection Delay [s/veh]	73.72											
Intersection LOS	E											
Intersection V/C	0.934											

Emissions

Vehicle Miles Traveled [mph]	90.92	746.21	71.54	185.77	722.42	230.57	190.94	352.88	34.49	22.37	76.96	38.59
Stops [stops/h]	218.71	2087.13	91.93	417.28	1475.18	355.18	861.76	1028.04	80.09	197.73	601.61	336.12
Fuel consumption [US gal/h]	9.55	94.41	4.46	18.37	61.17	15.83	36.89	40.93	3.41	7.18	20.73	11.77
CO [g/h]	667.87	6599.27	311.70	1284.04	4275.88	1106.41	2578.40	2860.93	238.45	501.55	1448.96	823.01
NOx [g/h]	129.94	1283.98	60.64	249.83	831.93	215.27	501.66	556.63	46.39	97.58	281.92	160.13
VOC [g/h]	154.78	1529.44	72.24	297.59	990.98	256.42	597.57	663.05	55.26	116.24	335.81	190.74

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.470	3.820	3.738	3.513
Crosswalk LOS	C	D	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	700	800	533
d_b, Bicycle Delay [s]	29.40	25.35	21.60	32.27
l_b,int, Bicycle LOS Score for Intersection	3.101	3.543	2.855	2.275
Bicycle LOS	C	D	C	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.553

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	29	602	15	18	857	15	19	15	12	24	17	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	757	0	0	592	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	5	0	0	4	0	0	5
Total Hourly Volume [veh/h]	35	1485	13	22	1629	13	23	18	11	29	21	13
Peak Hour Factor	0.8770	0.8770	0.8770	0.9127	0.9127	0.9127	0.6389	0.6389	0.6389	0.6453	0.6453	0.6453
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	423	4	6	446	4	9	7	4	11	8	5
Total Analysis Volume [veh/h]	40	1693	15	24	1785	14	36	28	17	45	33	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	29	0	5	29	0	28	32	0	28	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	10	30	0	34	36	0	34	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	80	80	3	79	79	3	8	8	4	8	8
g / C, Green / Cycle	0.03	0.73	0.73	0.02	0.72	0.72	0.03	0.07	0.07	0.03	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.02	0.31	0.31	0.01	0.49	0.01	0.02	0.01	0.01	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1810	3618	1891	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	58	2629	1375	43	2599	1160	56	252	113	62	139	118
d1, Uniform Delay [s]	52.69	5.95	5.95	53.13	8.62	4.40	52.71	47.97	48.11	52.59	48.06	47.82
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.49	0.51	0.97	10.95	1.50	0.02	11.85	0.19	0.61	14.55	0.86	0.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.43	0.43	0.56	0.69	0.01	0.65	0.11	0.15	0.72	0.24	0.17
d, Delay for Lane Group [s/veh]	66.18	6.46	6.92	64.08	10.12	4.42	64.57	48.16	48.72	67.13	48.93	48.49
Lane Group LOS	E	A	A	E	B	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.28	4.06	4.43	0.79	10.60	0.09	1.16	0.36	0.45	1.47	0.88	0.53
50th-Percentile Queue Length [ft/ln]	32.04	101.56	110.64	19.64	265.01	2.17	28.93	9.10	11.36	36.75	22.00	13.31
95th-Percentile Queue Length [veh/ln]	2.31	7.31	7.88	1.41	15.94	0.16	2.08	0.66	0.82	2.65	1.58	0.96
95th-Percentile Queue Length [ft/ln]	57.68	182.81	196.89	35.36	398.50	3.90	52.08	16.38	20.44	66.15	39.60	23.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.18	6.62	6.92	64.08	10.12	4.42	64.57	48.16	48.72	67.13	48.93	48.49
Movement LOS	E	A	A	E	B	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	7.98			10.79			55.57			57.20		
Approach LOS	A			B			E			E		
d_I, Intersection Delay [s/veh]	11.66											
Intersection LOS	B											
Intersection V/C	0.553											

Emissions

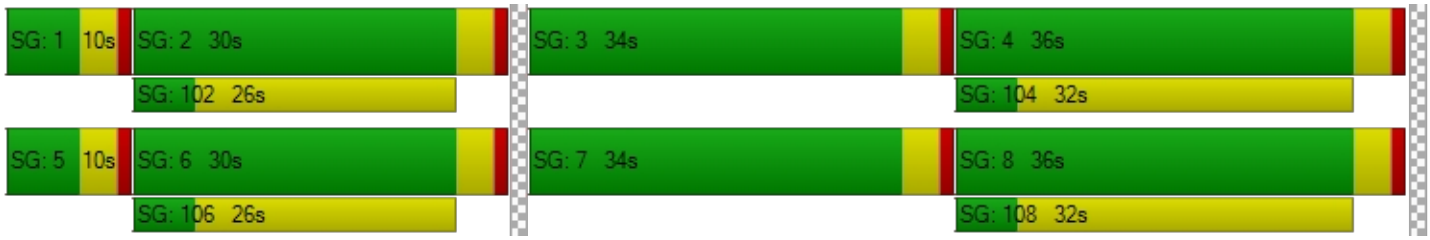
Vehicle Miles Traveled [mph]	7.85	220.21	115.16	11.92	886.81	6.96	18.05	14.04	8.53	12.07	8.85	5.36
Stops [stops/h]	41.95	265.90	144.84	25.72	693.85	2.84	37.87	23.83	14.87	48.11	28.80	17.43
Fuel consumption [US gal/h]	1.33	12.33	6.57	0.95	44.02	0.31	1.45	0.99	0.61	1.44	0.88	0.53
CO [g/h]	92.93	861.80	459.57	66.11	3076.73	21.99	101.07	69.12	42.31	100.41	61.69	37.24
NOx [g/h]	18.08	167.68	89.42	12.86	598.62	4.28	19.67	13.45	8.23	19.54	12.00	7.25
VOC [g/h]	21.54	199.73	106.51	15.32	713.06	5.10	23.42	16.02	9.81	23.27	14.30	8.63

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.365	3.111	2.503	2.504
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	473	582	582
d_b, Bicycle Delay [s]	32.07	32.07	27.65	27.65
l_b,int, Bicycle LOS Score for Intersection	2.524	3.068	1.630	1.730
Bicycle LOS	B	C	A	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	33.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

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

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	72	372	14	65	454	156	172	278	82	14	228	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	0	0	0	0	11	18	185	18	0	176	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	50	0	0	29	0	0	17
Total Hourly Volume [veh/h]	98	450	13	79	549	150	226	521	88	17	452	52
Peak Hour Factor	0.6662	0.6662	0.6662	0.9500	0.9500	0.9500	0.9283	0.9283	0.9283	0.6898	0.6898	0.6898
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	169	5	21	144	39	61	140	24	6	164	19
Total Analysis Volume [veh/h]	147	675	20	83	578	158	243	561	95	25	655	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	25	0	7	22	0	16	37	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	26	0	10	26	0	15	35	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	30	30	5	29	29	11	27	27	2	18	18
g / C, Green / Cycle	0.08	0.37	0.37	0.06	0.36	0.36	0.14	0.34	0.34	0.03	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.08	0.18	0.18	0.05	0.20	0.20	0.13	0.18	0.18	0.01	0.20	0.20
s, saturation flow rate [veh/h]	1810	1900	1881	1810	1900	1761	1810	1900	1805	1810	1900	1832
c, Capacity [veh/h]	136	710	703	108	681	631	249	644	612	50	435	420
d1, Uniform Delay [s]	37.00	19.22	19.22	37.08	20.61	20.61	34.37	21.25	21.25	38.34	29.54	29.56
k, delay calibration	0.14	0.50	0.50	0.11	0.50	0.50	0.18	0.11	0.11	0.11	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	65.28	2.43	2.45	10.92	3.31	3.58	29.35	0.66	0.69	7.43	6.70	7.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.08	0.49	0.49	0.77	0.56	0.56	0.98	0.52	0.52	0.50	0.85	0.85
d, Delay for Lane Group [s/veh]	102.28	21.64	21.67	48.00	23.92	24.20	63.72	21.90	21.94	45.77	36.24	36.58
Lane Group LOS	F	C	C	D	C	C	E	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.99	5.00	4.95	1.86	5.84	5.47	6.41	4.66	4.44	0.56	7.07	6.87
50th-Percentile Queue Length [ft/ln]	124.67	124.96	123.84	46.38	145.91	136.73	160.19	116.60	110.98	14.03	176.86	171.86
95th-Percentile Queue Length [veh/ln]	8.87	8.66	8.60	3.34	9.80	9.30	10.56	8.21	7.89	1.01	11.44	11.17
95th-Percentile Queue Length [ft/ln]	221.72	216.62	215.10	83.48	244.96	232.62	263.98	205.15	197.36	25.26	285.91	279.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	102.28	21.66	21.67	48.00	24.01	24.20	63.72	21.92	21.94	45.77	36.39	36.58
Movement LOS	F	C	C	D	C	C	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	35.73			26.48			33.22			36.72		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	32.99											
Intersection LOS	C											
Intersection V/C	0.612											

Emissions

Vehicle Miles Traveled [mph]	22.24	52.84	52.32	9.54	43.88	40.75	146.81	203.20	193.13	4.64	68.98	66.65
Stops [stops/h]	224.41	224.92	222.92	83.48	262.64	246.12	288.35	209.89	199.76	25.26	318.34	309.35
Fuel consumption [US gal/h]	6.06	5.64	5.59	1.97	6.01	5.62	11.77	11.07	10.53	0.71	9.06	8.80
CO [g/h]	423.62	394.28	390.65	137.88	420.06	393.05	822.60	774.08	736.12	49.35	633.34	615.19
NOx [g/h]	82.42	76.71	76.01	26.83	81.73	76.47	160.05	150.61	143.22	9.60	123.22	119.69
VOC [g/h]	98.18	91.38	90.54	31.96	97.35	91.09	190.65	179.40	170.60	11.44	146.78	142.58

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.710	2.855	2.904	2.741
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	775	625
d_b, Bicycle Delay [s]	21.03	21.03	15.01	18.91
l_b,int, Bicycle LOS Score for Intersection	2.258	2.277	2.325	2.197
Bicycle LOS	B	B	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	40.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.727

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	25	140	91	58	168	14	10	341	38	124	316	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	64	14	8	50	18	20	212	26	26	211	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	31	0	0	9	0	0	18	0	0	11
Total Hourly Volume [veh/h]	39	233	93	78	253	26	32	625	54	176	593	31
Peak Hour Factor	0.8574	0.8574	0.8574	0.8571	0.8571	0.8571	0.7729	0.7729	0.7729	0.9044	0.9044	0.9044
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	68	27	23	74	8	10	202	17	49	164	9
Total Analysis Volume [veh/h]	45	272	108	91	295	30	41	809	70	195	656	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	22	0	7	22	0	43	51	0	14	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	26	0	12	26	0	11	51	0	21	61	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	25	25	7	28	28	4	48	48	14	59	59
g / C, Green / Cycle	0.03	0.23	0.23	0.06	0.25	0.25	0.03	0.44	0.44	0.12	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.07	0.05	0.16	0.02	0.02	0.43	0.04	0.11	0.18	0.18
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1867
c, Capacity [veh/h]	64	428	364	116	482	410	61	836	711	227	1011	993
d1, Uniform Delay [s]	52.50	38.53	35.38	50.75	36.24	31.19	52.57	30.02	18.02	47.17	14.75	14.75
k, delay calibration	0.11	0.50	0.50	0.15	0.50	0.50	0.11	0.41	0.11	0.21	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.39	7.03	2.08	14.96	5.69	0.35	12.44	21.28	0.06	16.00	0.20	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.64	0.30	0.79	0.61	0.07	0.68	0.97	0.10	0.86	0.34	0.34
d, Delay for Lane Group [s/veh]	65.89	45.56	37.45	65.72	41.93	31.54	65.01	51.30	18.08	63.16	14.95	14.95
Lane Group LOS	E	D	D	E	D	C	E	D	B	E	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.45	7.36	2.59	2.92	7.63	0.64	1.30	24.01	1.00	6.07	4.62	4.55
50th-Percentile Queue Length [ft/ln]	36.36	184.03	64.72	73.08	190.73	16.01	32.48	600.31	25.05	151.79	115.61	113.66
95th-Percentile Queue Length [veh/ln]	2.62	11.81	4.66	5.26	12.16	1.15	2.34	32.05	1.80	10.11	8.15	8.04
95th-Percentile Queue Length [ft/ln]	65.45	295.27	116.50	131.55	303.98	28.82	58.46	801.23	45.10	252.81	203.78	201.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.89	45.56	37.45	65.72	41.93	31.54	65.01	51.30	18.08	63.16	14.95	14.95
Movement LOS	E	D	D	E	D	C	E	D	B	E	B	B
d_A, Approach Delay [s/veh]	45.65			46.38			49.38			25.57		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	40.35											
Intersection LOS	D											
Intersection V/C	0.727											

Emissions

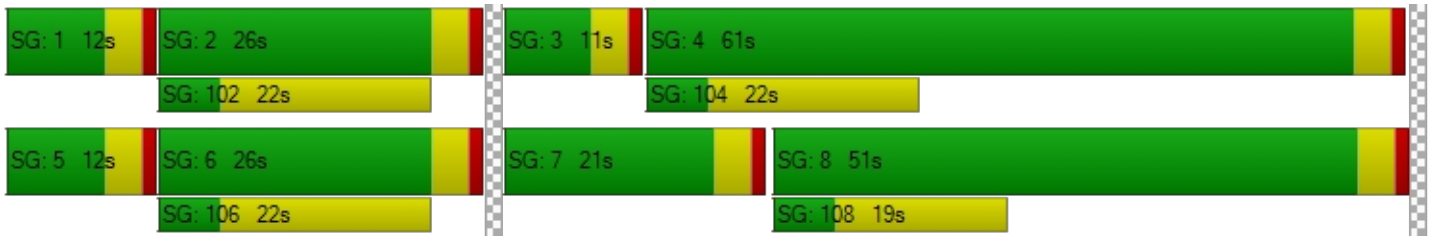
Vehicle Miles Traveled [mph]	19.78	119.55	47.47	7.16	23.23	2.36	2.71	53.51	4.63	28.41	50.70	49.84
Stops [stops/h]	47.60	240.92	84.73	95.67	249.69	20.96	42.52	785.87	32.80	198.70	151.35	148.80
Fuel consumption [US gal/h]	1.72	8.89	3.27	2.21	5.28	0.44	1.16	20.05	0.82	5.95	4.68	4.60
CO [g/h]	119.89	621.45	228.55	154.44	369.07	30.77	81.36	1401.48	57.60	415.96	327.02	321.48
NOx [g/h]	23.33	120.91	44.47	30.05	71.81	5.99	15.83	272.68	11.21	80.93	63.63	62.55
VOC [g/h]	27.79	144.03	52.97	35.79	85.54	7.13	18.86	324.81	13.35	96.40	75.79	74.51

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.480	2.502	2.827	2.893
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	400	855	1036
d_b, Bicycle Delay [s]	35.20	35.20	18.04	12.77
l_b,int, Bicycle LOS Score for Intersection	2.312	2.261	3.107	2.299
Bicycle LOS	B	B	C	B

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	32.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	17	536	182	66	798	26	27	158	45	182	113	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	636	87	140	477	123	3	3	3	35	76	154
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	77	0	0	39	0	0	14	0	0	56
Total Hourly Volume [veh/h]	34	1285	230	220	1443	115	36	194	43	255	213	166
Peak Hour Factor	0.9023	0.9023	0.9023	0.9304	0.9304	0.9304	0.8297	0.8297	0.8297	0.7930	0.7930	0.7930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	356	64	59	388	31	11	58	13	80	67	52
Total Analysis Volume [veh/h]	38	1424	255	236	1551	124	43	234	52	322	269	209
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	17	38	0	6	32	0	19	45	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	21	42	0	20	36	0	23	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	49	49	16	61	61	4	10	10	19	25	25
g / C, Green / Cycle	0.03	0.44	0.44	0.15	0.56	0.56	0.03	0.09	0.09	0.17	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.28	0.16	0.13	0.30	0.08	0.02	0.06	0.03	0.18	0.07	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	57	2292	715	265	2888	901	62	334	149	313	836	373
d1, Uniform Delay [s]	52.71	23.56	20.28	46.07	15.34	11.64	52.56	48.43	46.81	45.50	35.13	37.35
k, delay calibration	0.11	0.50	0.50	0.31	0.50	0.50	0.11	0.11	0.11	0.45	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.83	1.28	1.39	23.03	0.72	0.32	13.19	2.66	1.39	56.11	0.22	1.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.62	0.36	0.89	0.54	0.14	0.70	0.70	0.35	1.03	0.32	0.56
d, Delay for Lane Group [s/veh]	65.55	24.84	21.67	69.10	16.06	11.96	65.75	51.09	48.19	101.61	35.35	38.67
Lane Group LOS	E	C	C	E	B	B	E	D	D	F	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.21	9.07	4.34	7.81	7.51	1.41	1.37	3.15	1.36	13.08	2.92	4.92
50th-Percentile Queue Length [ft/ln]	30.32	226.76	108.62	195.17	187.79	35.28	34.24	78.73	33.93	326.88	73.08	123.09
95th-Percentile Queue Length [veh/ln]	2.18	14.01	7.76	12.39	12.01	2.54	2.47	5.67	2.44	19.30	5.26	8.56
95th-Percentile Queue Length [ft/ln]	54.57	350.25	194.08	309.72	300.16	63.51	61.64	141.72	61.07	482.39	131.54	214.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.55	24.84	21.67	69.10	16.06	11.96	65.75	51.09	48.19	101.61	35.35	38.67
Movement LOS	E	C	C	E	B	B	E	D	D	F	D	D
d_A, Approach Delay [s/veh]	25.27			22.34			52.55			62.89		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	32.31											
Intersection LOS	C											
Intersection V/C	0.648											

Emissions

Vehicle Miles Traveled [mph]	15.77	591.05	105.84	70.49	463.24	37.04	3.04	16.55	3.68	59.26	49.51	38.47
Stops [stops/h]	39.69	890.56	142.19	255.49	737.49	46.19	44.83	206.13	44.42	427.92	191.33	161.14
Fuel consumption [US gal/h]	1.54	38.53	6.52	8.91	30.12	2.15	1.24	5.56	1.19	14.01	6.01	4.97
CO [g/h]	107.71	2693.28	455.77	622.87	2105.26	149.97	86.46	388.83	83.06	979.26	420.17	347.17
NOx [g/h]	20.96	524.01	88.68	121.19	409.61	29.18	16.82	75.65	16.16	190.53	81.75	67.55
VOC [g/h]	24.96	624.19	105.63	144.36	487.91	34.76	20.04	90.12	19.25	226.95	97.38	80.46

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.529	3.465	2.682	2.948
Crosswalk LOS	D	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	691	582	636
d_b, Bicycle Delay [s]	32.07	23.56	27.65	25.57
l_b,int, Bicycle LOS Score for Intersection	2.546	2.632	1.843	2.266
Bicycle LOS	B	B	A	B

Sequence

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

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

Control Type:	All-way stop	Delay (sec / veh):	33.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.927

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	60	150	7	67	251	31	48	126	116	1	84	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	2	4	29	96	68	154	0	5	134	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	196	10	85	333	134	126	306	140	6	236	45
Peak Hour Factor	0.9435	0.9435	0.9435	0.8756	0.8756	0.8756	0.8401	0.8401	0.8401	0.7370	0.7370	0.7370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	52	3	24	95	38	37	91	42	2	80	15
Total Analysis Volume [veh/h]	77	208	11	97	380	153	150	364	167	8	320	61
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	347	365	368	389	410	444	392	414	448	452	483
Degree of Utilization, x	0.22	0.30	0.30	0.25	0.93	0.34	0.38	0.88	0.37	0.02	0.79

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.83	1.24	1.23	0.97	10.22	1.51	1.76	8.98	1.70	0.05	7.18
95th-Percentile Queue Length [ft]	20.84	30.94	30.65	24.33	255.59	37.83	43.92	224.43	42.42	1.35	179.50
Approach Delay [s/veh]	16.49			40.87			33.78			32.27	
Approach LOS	C			E			D			D	
Intersection Delay [s/veh]	33.16										
Intersection LOS	D										

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

Control Type:	Signalized	Delay (sec / veh):	59.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.868

Intersection Setup

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

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	47	688	63	65	901	71	45	202	76	40	87	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	125	455	9	10	415	165	349	203	122	7	212	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	21	0	0	63	0	0	54	0	0	11
Total Hourly Volume [veh/h]	182	1287	64	89	1505	188	403	447	160	55	317	34
Peak Hour Factor	0.9427	0.9427	0.9427	0.9056	0.9056	0.9056	0.9714	0.9714	0.9714	0.8451	0.8451	0.8451
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	341	17	25	415	52	104	115	41	16	94	10
Total Analysis Volume [veh/h]	193	1365	68	98	1662	208	415	460	165	65	375	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	47	0	13	47	0	18	26	0	18	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	40	0	12	33	0	28	30	0	28	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	52	52	7	46	46	24	30	30	5	11	11
g / C, Green / Cycle	0.12	0.47	0.47	0.07	0.42	0.42	0.22	0.27	0.27	0.05	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.11	0.38	0.04	0.05	0.46	0.13	0.23	0.13	0.10	0.04	0.07	0.02
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	223	1701	759	123	1501	670	395	971	433	87	509	159
d1, Uniform Delay [s]	47.34	24.80	16.12	50.51	32.18	21.61	43.00	33.73	32.79	51.69	48.22	45.86
k, delay calibration	0.26	0.50	0.50	0.11	0.50	0.50	0.48	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.13	4.11	0.23	11.03	58.43	1.20	58.29	0.36	0.55	11.95	2.11	0.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.80	0.09	0.80	1.11	0.31	1.05	0.47	0.38	0.75	0.74	0.25
d, Delay for Lane Group [s/veh]	67.47	28.92	16.36	61.54	90.61	22.81	101.29	34.09	33.34	63.64	50.33	46.68
Lane Group LOS	E	C	B	E	F	C	F	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.26	14.80	0.94	2.96	30.53	3.64	16.77	5.06	3.56	2.03	3.36	1.03
50th-Percentile Queue Length [ft/ln]	156.62	369.97	23.62	73.96	763.23	90.96	419.27	126.46	89.01	50.65	84.11	25.75
95th-Percentile Queue Length [veh/ln]	10.37	21.11	1.70	5.32	42.57	6.55	24.15	8.75	6.41	3.65	6.06	1.85
95th-Percentile Queue Length [ft/ln]	259.24	527.70	42.51	133.12	1064.19	163.72	603.84	218.67	160.21	91.17	151.39	46.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.47	28.92	16.36	61.54	90.61	22.81	101.29	34.09	33.34	63.64	50.33	46.68
Movement LOS	E	C	B	E	F	C	F	C	C	E	D	D
d_A, Approach Delay [s/veh]	32.97			82.00			60.79			51.83		
Approach LOS	C			F			E			D		
d_I, Intersection Delay [s/veh]	59.26											
Intersection LOS	E											
Intersection V/C	0.868											

Emissions

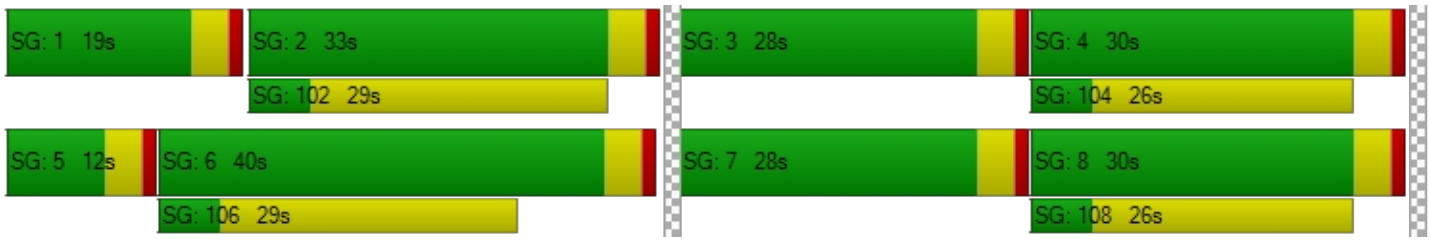
Vehicle Miles Traveled [mph]	12.57	88.93	4.43	7.76	131.64	16.47	45.22	50.13	17.98	32.75	188.94	20.15
Stops [stops/h]	205.03	968.66	30.92	96.82	1998.29	119.07	548.86	331.09	116.52	66.30	330.30	33.71
Fuel consumption [US gal/h]	5.63	23.12	0.76	2.70	60.00	3.01	15.56	8.24	2.91	2.67	13.85	1.43
CO [g/h]	393.53	1616.36	53.31	188.52	4193.97	210.45	1087.97	575.92	203.28	186.37	968.33	100.17
NOx [g/h]	76.57	314.48	10.37	36.68	815.99	40.95	211.68	112.05	39.55	36.26	188.40	19.49
VOC [g/h]	91.20	374.61	12.35	43.69	971.99	48.77	252.15	133.47	47.11	43.19	224.42	23.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.370	3.495	3.041	2.832
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	527	473	473
d_b, Bicycle Delay [s]	24.89	29.82	32.07	32.07
l_b,int, Bicycle LOS Score for Intersection	2.918	3.235	2.462	1.830
Bicycle LOS	C	C	B	A

Sequence

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



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

Control Type:	Signalized	Delay (sec / veh):	27.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

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

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	37	16	8	3	10	12	10	330	47	9	213	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	135	0	249	0	0	0	0	573	124	97	588	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	259	0	0	15	0	0	181	0	0	12
Total Hourly Volume [veh/h]	180	19	0	4	12	0	12	972	0	108	846	0
Peak Hour Factor	0.7625	0.7625	0.7625	0.6125	0.6125	0.6125	0.9369	0.9369	0.9369	0.7804	0.7804	0.7804
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	6	0	2	5	0	3	259	0	35	271	0
Total Analysis Volume [veh/h]	236	25	0	7	20	0	13	1037	0	138	1084	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	5	29	0	9	33	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	25	0	0	25	0	0	8	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	34	0	0	34	0	9	33	0	13	37	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	1	19	19	8	25	25
g / C, Green / Cycle	0.52	0.52	0.02	0.23	0.23	0.10	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.17	0.02	0.01	0.19	0.19	0.08	0.20	0.20
s, saturation flow rate [veh/h]	1539	1778	1810	3618	1900	1810	3618	1900
c, Capacity [veh/h]	888	984	31	841	442	173	1126	591
d1, Uniform Delay [s]	10.71	9.28	38.92	29.01	29.01	35.41	23.62	23.62
k, delay calibration	0.50	0.50	0.11	0.11	0.11	0.15	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.84	0.05	8.75	1.90	3.56	10.98	0.59	1.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.03	0.42	0.81	0.81	0.80	0.63	0.63
d, Delay for Lane Group [s/veh]	11.55	9.34	47.67	30.91	32.56	46.39	24.21	24.74
Lane Group LOS	B	A	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.57	0.22	0.32	5.97	6.47	3.03	5.39	5.75
50th-Percentile Queue Length [ft/ln]	64.28	5.49	7.95	149.26	161.86	75.80	134.68	143.64
95th-Percentile Queue Length [veh/ln]	4.63	0.40	0.57	9.98	10.65	5.46	9.19	9.68
95th-Percentile Queue Length [ft/ln]	115.71	9.88	14.31	249.44	266.19	136.45	229.84	241.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.55	11.55	11.55	9.34	9.34	9.34	47.67	31.48	32.56	46.39	24.39	24.74
Movement LOS	B	B	B	A	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.55			9.34			31.68			26.87		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	27.10											
Intersection LOS	C											
Intersection V/C	0.434											

Emissions

Vehicle Miles Traveled [mph]	72.74	3.02	3.23	168.67	88.59	19.44	100.13	52.59
Stops [stops/h]	115.71	9.88	14.31	537.34	291.35	136.45	484.83	258.55
Fuel consumption [US gal/h]	4.25	0.24	0.38	15.60	8.40	3.34	11.85	6.30
CO [g/h]	296.88	16.82	26.71	1090.25	587.28	233.42	828.38	440.57
NOx [g/h]	57.76	3.27	5.20	212.12	114.26	45.42	161.17	85.72
VOC [g/h]	68.80	3.90	6.19	252.68	136.11	54.10	191.98	102.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.498	1.784	3.659	3.088
Crosswalk LOS	B	A	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	750	750	725	825
d_b, Bicycle Delay [s]	15.63	15.63	16.26	13.81
l_b,int, Bicycle LOS Score for Intersection	2.418	1.629	2.237	2.238
Bicycle LOS	B	A	B	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	61.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.886

Intersection Setup

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

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	32	60	12	30	149	180	80	331	53	8	238	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	107	35	0	19	14	233	39	678	79	0	704	19
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	113	0	0	36	0	0	9
Total Hourly Volume [veh/h]	146	108	11	55	194	338	136	1079	107	10	992	25
Peak Hour Factor	0.8771	0.8771	0.8771	0.8074	0.8074	0.8074	0.8657	0.8657	0.8657	0.8526	0.8526	0.8526
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	31	3	17	60	105	39	312	31	3	291	7
Total Analysis Volume [veh/h]	166	123	13	68	240	419	157	1246	124	12	1163	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	28	55	0	11	38	38	6	33	33
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	21	21	0	14	14
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	42	0	9	41	0	21	46	46	13	38	38
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	6	40	40	5	39	11	48	58	2	38	47
g / C, Green / Cycle	0.05	0.36	0.36	0.05	0.35	0.10	0.43	0.52	0.01	0.34	0.42
(v / s)_i Volume / Saturation Flow Rate	0.09	0.06	0.01	0.04	0.39	0.09	0.34	0.08	0.01	0.32	0.02
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1708	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	99	689	586	82	604	189	1561	844	27	1238	685
d1, Uniform Delay [s]	52.00	23.89	22.53	52.07	35.56	48.33	27.11	13.59	53.72	35.06	18.57
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	346.65	0.57	0.07	18.28	63.96	9.28	0.98	0.37	10.86	4.20	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.68	0.18	0.02	0.83	1.09	0.83	0.80	0.15	0.44	0.94	0.04
d, Delay for Lane Group [s/veh]	398.65	24.46	22.60	70.35	99.52	57.61	28.09	13.96	64.57	39.27	18.60
Lane Group LOS	F	C	C	E	F	E	C	B	E	D	B
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	12.22	2.29	0.23	2.23	25.86	4.58	13.31	1.56	0.40	14.88	0.42
50th-Percentile Queue Length [ft/ln]	305.47	57.29	5.72	55.66	646.46	114.51	332.71	39.10	10.07	371.94	10.47
95th-Percentile Queue Length [veh/ln]	20.30	4.13	0.41	4.01	36.27	8.09	19.29	2.82	0.72	21.20	0.75
95th-Percentile Queue Length [ft/ln]	507.61	103.13	10.30	100.19	906.65	202.25	482.28	70.38	18.12	530.08	18.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	398.65	24.46	22.60	70.35	99.52	99.52	57.61	28.09	13.96	64.57	39.27	18.60
Movement LOS	F	C	C	E	F	F	E	C	B	E	D	B
d_A, Approach Delay [s/veh]	230.06			96.79			29.98			39.02		
Approach LOS	F			F			C			D		
d_I, Intersection Delay [s/veh]	61.86											
Intersection LOS	E											
Intersection V/C	0.886											

Emissions

Vehicle Miles Traveled [mph]	41.82	30.99	3.28	34.15	330.93	14.41	114.39	11.38	2.98	288.52	7.19
Stops [stops/h]	399.89	75.00	7.49	72.87	846.28	149.90	871.08	51.19	13.18	973.80	13.70
Fuel consumption [US gal/h]	17.39	2.30	0.24	3.05	35.21	4.20	21.87	1.38	0.42	31.29	0.53
CO [g/h]	1215.88	160.93	16.50	213.18	2461.19	293.46	1529.00	96.38	29.61	2187.22	36.82
NOx [g/h]	236.57	31.31	3.21	41.48	478.86	57.10	297.49	18.75	5.76	425.55	7.16
VOC [g/h]	281.79	37.30	3.82	49.41	570.40	68.01	354.36	22.34	6.86	506.91	8.53

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.323	2.726	3.350	3.149
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	691	673	764	618
d_b, Bicycle Delay [s]	23.56	24.22	21.02	26.25
l_b,int, Bicycle LOS Score for Intersection	2.065	2.946	2.849	2.560
Bicycle LOS	B	C	C	B

Sequence

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

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

Control Type:	Signalized	Delay (sec / veh):	245.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.416

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	127	31	8	16	68	129	32	445	215	8	436	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	804	0	0	0	0	0	0	815	329	0	1068	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	39	0	0	147	0	0	2
Total Hourly Volume [veh/h]	958	38	7	19	82	117	39	1353	442	10	1596	4
Peak Hour Factor	0.9167	0.9167	0.9167	0.7870	0.7870	0.7870	0.8687	0.8687	0.8687	0.9239	0.9239	0.9239
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	261	10	2	6	26	37	11	389	127	3	432	1
Total Analysis Volume [veh/h]	1045	41	8	24	104	149	45	1557	509	11	1728	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	5	36	0	6	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	9	38	0	12	41	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	26	26	26	3	41	41	1	39	39
g / C, Green / Cycle	0.33	0.33	0.33	0.33	0.04	0.51	0.51	0.01	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.91	0.03	0.02	0.15	0.02	0.43	0.32	0.01	0.48	0.00
s, saturation flow rate [veh/h]	1144	1847	1378	1721	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	304	603	482	562	72	1843	823	26	1751	782
d1, Uniform Delay [s]	34.73	18.65	20.86	21.29	37.83	16.89	14.05	39.11	20.39	10.67
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.18	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1104.64	0.26	0.20	2.60	8.64	1.13	1.25	10.81	7.40	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	3.44	0.08	0.05	0.45	0.63	0.84	0.62	0.43	0.99	0.01
d, Delay for Lane Group [s/veh]	1139.37	18.92	21.05	23.89	46.47	18.02	15.30	49.92	27.78	10.68
Lane Group LOS	F	B	C	C	D	B	B	D	C	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	99.05	0.63	0.33	3.86	0.99	10.29	5.72	0.28	14.84	0.03
50th-Percentile Queue Length [ft/ln]	2476.37	15.76	8.34	96.50	24.82	257.18	143.08	7.01	371.09	0.80
95th-Percentile Queue Length [veh/ln]	161.24	1.13	0.60	6.95	1.79	15.55	9.65	0.50	21.16	0.06
95th-Percentile Queue Length [ft/ln]	4031.09	28.37	15.01	173.70	44.68	388.68	241.17	12.62	529.05	1.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1139.37	18.92	18.92	21.05	23.89	23.89	46.47	18.02	15.30	49.92	27.78	10.68
Movement LOS	F	B	B	C	C	C	D	B	B	D	C	B
d_A, Approach Delay [s/veh]	1089.19			23.64			17.97			27.88		
Approach LOS	F			C			B			C		
d_I, Intersection Delay [s/veh]	245.87											
Intersection LOS	F											
Intersection V/C	1.416											

Emissions

Vehicle Miles Traveled [mph]	354.98	16.64	5.80	61.15	5.27	182.34	59.61	0.90	141.61	0.33
Stops [stops/h]	4457.47	28.37	15.01	173.70	44.68	925.83	257.55	12.62	1335.91	1.45
Fuel consumption [US gal/h]	298.74	1.06	0.46	5.13	1.16	23.47	6.83	0.30	31.23	0.04
CO [g/h]	20881.94	74.34	32.02	358.35	81.20	1640.74	477.47	20.94	2183.20	2.65
NOx [g/h]	4062.87	14.46	6.23	69.72	15.80	319.23	92.90	4.07	424.77	0.52
VOC [g/h]	4839.59	17.23	7.42	83.05	18.82	380.26	110.66	4.85	505.98	0.61

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.738	2.168	5.416	3.299
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	850	925
d_b, Bicycle Delay [s]	18.23	18.23	13.23	11.56
l_b,int, Bicycle LOS Score for Intersection	3.370	2.081	3.422	2.999
Bicycle LOS	C	B	C	C

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	23.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.860

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	635.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	34	3	170	0	0	0	46	522	0	0	421	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.0000	1.0000	1.0000	1.2100	1.2100	1.0000	1.0000	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	70	0	431	0	0	0	107	713	0	0	807	1065
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	159	0	0	0	0	0	0	0	0	344
Total Hourly Volume [veh/h]	111	4	478	0	0	0	163	1345	0	0	1316	1032
Peak Hour Factor	0.8655	0.8655	0.8655	1.0000	1.0000	1.0000	0.9008	0.9008	1.0000	1.0000	0.8591	0.8591
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	1	138	0	0	0	45	373	0	0	383	300
Total Analysis Volume [veh/h]	128	5	552	0	0	0	181	1493	0	0	1532	1201
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	6	92	0	0	82	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	15	0	0	0	0	79	105	0	0	26	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	120	120	120		120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	11	11		9	101	88	88
g / C, Green / Cycle	0.09	0.09	0.09		0.07	0.84	0.74	0.74
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.06		0.05	0.41	0.42	0.74
s, saturation flow rate [veh/h]	1810	1816	8500		3514	3618	3618	1615
c, Capacity [veh/h]	169	169	793		250	3039	2661	1188
d1, Uniform Delay [s]	51.20	51.20	52.75		54.58	2.61	7.28	15.87
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.49
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.74	6.71	5.01		3.95	0.12	0.20	28.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.39	0.70		0.72	0.49	0.58	1.01
d, Delay for Lane Group [s/veh]	57.95	57.92	57.76		58.53	2.74	7.48	44.44
Lane Group LOS	E	E	E		E	A	A	F
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.20	2.21	17.26		2.75	2.26	7.92	35.95
50th-Percentile Queue Length [ft/ln]	55.06	55.20	431.48		68.78	56.61	197.93	898.69
95th-Percentile Queue Length [veh/ln]	3.96	3.97	24.07		4.95	4.08	12.53	46.26
95th-Percentile Queue Length [ft/ln]	99.12	99.36	601.82		123.81	101.90	313.29	1156.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.95	57.92	57.76	0.00	0.00	0.00	58.53	2.74	0.00	0.00	7.48	44.44
Movement LOS	E	E	E				E	A			A	F
d_A, Approach Delay [s/veh]	57.80			0.00			8.77			23.72		
Approach LOS	E			A			A			C		
d_I, Intersection Delay [s/veh]	23.39											
Intersection LOS	C											
Intersection V/C	0.860											

Emissions

Vehicle Miles Traveled [mph]	9.94	9.97	82.65		26.02	214.59	179.41	140.65
Stops [stops/h]	66.08	66.24	517.78		165.08	135.87	475.03	1078.43
Fuel consumption [US gal/h]	1.56	1.56	12.75		5.10	9.88	12.34	22.61
CO [g/h]	108.85	109.14	891.29		356.48	690.40	862.66	1580.37
NOx [g/h]	21.18	21.23	173.41		69.36	134.33	167.84	307.48
VOC [g/h]	25.23	25.29	206.56		82.62	160.01	199.93	366.27

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.518	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	183	0	1683	367
d_b, Bicycle Delay [s]	49.50	60.00	1.50	40.02
l_b,int, Bicycle LOS Score for Intersection	2.952	4.132	2.941	4.098
Bicycle LOS	C	D	C	D

Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	71.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	343	1	34	0	228	87	292	160	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	18	598	0	70	0	204	107	736	140	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	18	0	0	28	0	0	53	0	0	0
Total Hourly Volume [veh/h]	0	0	18	1013	1	83	0	480	159	1089	334	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9087	0.9087	0.9087	1.0000	0.9128	0.9128	0.8958	0.8958	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	279	0	23	0	131	44	304	93	0
Total Analysis Volume [veh/h]	0	0	18	1115	1	91	0	526	174	1216	373	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	21	0	0	14	0	23	41	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	29	0	0	17	0	24	41	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		16	16	16	13	13	28	46
g / C, Green / Cycle		0.24	0.24	0.24	0.19	0.19	0.40	0.65
(v / s)_i Volume / Saturation Flow Rate		0.31	0.31	0.06	0.15	0.11	0.35	0.10
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	3618
c, Capacity [veh/h]		428	428	382	685	306	1415	2348
d1, Uniform Delay [s]		26.71	26.71	21.61	26.92	25.78	19.10	4.81
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		152.27	152.22	1.46	1.85	1.67	1.64	0.03
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		1.30	1.30	0.24	0.77	0.57	0.86	0.16
d, Delay for Lane Group [s/veh]		178.99	178.94	23.07	28.77	27.45	20.74	4.84
Lane Group LOS		F	F	C	C	C	C	A
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		24.59	24.59	1.27	3.93	2.52	7.78	0.68
50th-Percentile Queue Length [ft/ln]		614.82	614.73	31.68	98.26	63.02	194.61	17.07
95th-Percentile Queue Length [veh/ln]		37.40	37.40	2.28	7.07	4.54	12.36	1.23
95th-Percentile Queue Length [ft/ln]		935.12	934.97	57.03	176.87	113.43	309.00	30.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	178.96	178.94	23.07	0.00	28.77	27.45	20.74	4.84	0.00
Movement LOS				F	F	C		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			167.21			28.44			17.01		
Approach LOS	A			F			C			B		
d_I, Intersection Delay [s/veh]	71.16											
Intersection LOS	E											
Intersection V/C	0.800											

Emissions

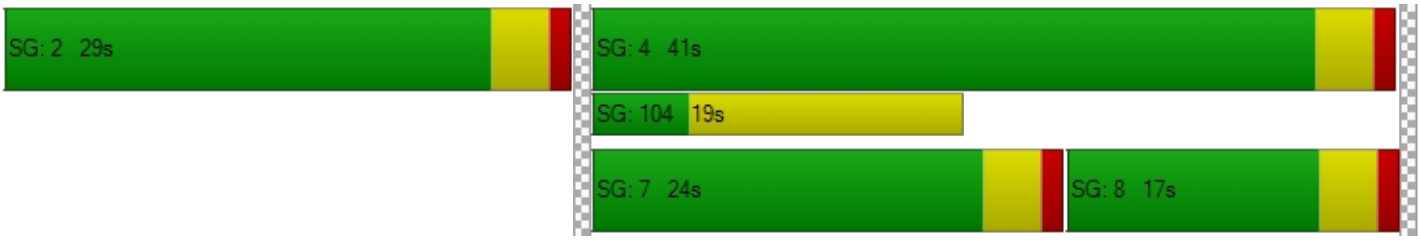
Vehicle Miles Traveled [mph]		37.41	37.41	6.10	59.88	19.81	174.78	53.61
Stops [stops/h]		1264.77	1264.58	65.17	404.27	129.63	800.67	70.25
Fuel consumption [US gal/h]		34.09	34.08	1.29	10.16	3.26	21.08	3.08
CO [g/h]		2382.59	2382.09	89.89	710.11	228.07	1473.44	215.19
NOx [g/h]		463.57	463.47	17.49	138.16	44.37	286.68	41.87
VOC [g/h]		552.19	552.07	20.83	164.57	52.86	341.48	49.87

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	26.58	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.504	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	714	371	1057
d_b, Bicycle Delay [s]	35.00	14.46	23.21	7.78
l_b,int, Bicycle LOS Score for Intersection	4.132	3.597	2.181	2.871
Bicycle LOS	D	D	B	C

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	32.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	70	162	30	50	277	34	51	352	105	64	327	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	87	9	0	3	25	6	6	31	90	0	23	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	9	0	0	12	0	0	54	0	0	10
Total Hourly Volume [veh/h]	172	205	27	64	360	35	68	457	163	77	419	31
Peak Hour Factor	0.7846	0.7846	0.7846	0.8624	0.8624	0.8624	0.8872	0.8872	0.8872	0.8643	0.8643	0.8643
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	65	9	19	104	10	19	129	46	22	121	9
Total Analysis Volume [veh/h]	219	261	34	74	417	41	77	515	184	89	485	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	29	0	7	26	0	6	22	0	6	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	33	0	11	30	0	10	26	0	10	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	40	40	4	35	35	4	14	14	5	15	15
g / C, Green / Cycle	0.13	0.51	0.51	0.05	0.43	0.43	0.06	0.18	0.18	0.06	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.12	0.08	0.08	0.04	0.12	0.12	0.04	0.14	0.11	0.05	0.13	0.02
s, saturation flow rate [veh/h]	1810	1900	1825	1810	1900	1841	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	226	959	921	97	823	797	100	646	288	115	675	302
d1, Uniform Delay [s]	34.84	10.65	10.66	37.37	14.64	14.66	37.29	31.48	30.47	36.90	30.55	27.06
k, delay calibration	0.35	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	42.53	0.35	0.37	11.88	0.86	0.89	11.75	2.32	2.35	10.58	1.45	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.16	0.16	0.77	0.28	0.28	0.77	0.80	0.64	0.78	0.72	0.12
d, Delay for Lane Group [s/veh]	77.37	11.00	11.03	49.25	15.50	15.55	49.04	33.79	32.82	47.48	32.01	27.24
Lane Group LOS	E	B	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.63	1.30	1.26	1.67	2.58	2.52	1.73	4.62	3.24	1.95	4.20	0.55
50th-Percentile Queue Length [ft/ln]	165.71	32.52	31.62	41.67	64.48	63.10	43.20	115.52	81.00	48.80	105.01	13.73
95th-Percentile Queue Length [veh/ln]	10.85	2.34	2.28	3.00	4.64	4.54	3.11	8.15	5.83	3.51	7.56	0.99
95th-Percentile Queue Length [ft/ln]	271.27	58.53	56.92	75.01	116.06	113.57	77.76	203.65	145.81	87.83	189.02	24.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.37	11.01	11.03	49.25	15.52	15.55	49.04	33.79	32.82	47.48	32.01	27.24
Movement LOS	E	B	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	39.29			20.21			35.08			33.98		
Approach LOS	D			C			D			C		
d_I, Intersection Delay [s/veh]	32.44											
Intersection LOS	C											
Intersection V/C	0.435											

Emissions

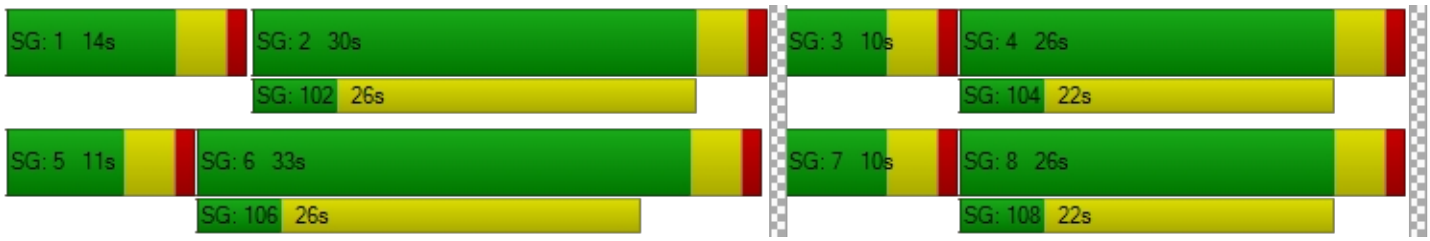
Vehicle Miles Traveled [mph]	109.74	75.08	72.74	37.04	116.07	113.19	38.97	260.65	93.13	14.80	80.64	5.99
Stops [stops/h]	298.29	58.53	56.92	75.01	116.06	113.57	77.76	415.86	145.81	87.83	378.05	24.71
Fuel consumption [US gal/h]	10.92	3.64	3.53	2.94	6.15	6.01	3.07	17.65	6.23	2.46	10.62	0.71
CO [g/h]	763.19	254.21	246.54	205.78	430.09	419.92	214.66	1233.51	435.74	171.89	742.57	49.76
NOx [g/h]	148.49	49.46	47.97	40.04	83.68	81.70	41.77	240.00	84.78	33.44	144.48	9.68
VOC [g/h]	176.88	58.92	57.14	47.69	99.68	97.32	49.75	285.88	100.99	39.84	172.10	11.53

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.679	2.584	2.912	2.768
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	725	650	550	550
d_b, Bicycle Delay [s]	16.26	18.23	21.03	21.03
l_b,int, Bicycle LOS Score for Intersection	1.991	2.008	2.244	2.071
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	126.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.979

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	155	644	137	192	794	31	23	264	190	131	230	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	140	467	0	0	474	64	104	127	206	62	55	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	26	0	0	109	0	0	29
Total Hourly Volume [veh/h]	328	1246	103	232	1435	76	132	446	327	221	333	87
Peak Hour Factor	0.9266	0.9266	0.9266	0.9141	0.9141	0.9141	0.9141	0.9141	0.9141	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	336	28	63	392	21	36	122	89	58	87	23
Total Analysis Volume [veh/h]	354	1345	111	254	1570	83	144	488	358	231	349	91
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	39	0	14	42	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	26	30	0	28	32	0	20	30	0	22	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	34	34	17	30	30	11	26	26	16	32	32
g / C, Green / Cycle	0.20	0.31	0.31	0.16	0.27	0.27	0.10	0.24	0.24	0.14	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.20	0.26	0.07	0.14	0.43	0.05	0.08	0.13	0.22	0.13	0.10	0.06
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	362	1607	501	288	976	436	176	869	388	262	1040	464
d1, Uniform Delay [s]	43.76	35.33	28.08	45.22	40.16	30.92	48.70	36.71	40.80	46.13	30.89	29.58
k, delay calibration	0.42	0.50	0.50	0.18	0.50	0.50	0.11	0.11	0.23	0.27	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	38.20	5.36	1.02	13.45	278.83	0.97	8.98	0.57	17.28	19.98	0.19	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.98	0.84	0.22	0.88	1.61	0.19	0.82	0.56	0.92	0.88	0.34	0.20
d, Delay for Lane Group [s/veh]	81.96	40.70	29.10	58.68	319.00	31.89	57.68	37.28	58.08	66.10	31.08	29.78
Lane Group LOS	F	D	C	E	F	C	E	D	E	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.03	11.39	2.23	7.62	50.32	1.76	4.20	5.61	10.90	7.61	3.67	1.85
50th-Percentile Queue Length [ft/ln]	325.72	284.84	55.67	190.46	1257.88	43.95	104.98	140.25	272.45	190.27	91.77	46.14
95th-Percentile Queue Length [veh/ln]	18.95	16.93	4.01	12.14	77.48	3.16	7.56	9.49	16.31	12.14	6.61	3.32
95th-Percentile Queue Length [ft/ln]	473.71	423.23	100.20	303.62	1937.04	79.11	188.97	237.37	407.80	303.38	165.19	83.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	81.96	40.70	29.10	58.68	319.00	31.89	57.68	37.28	58.08	66.10	31.08	29.78
Movement LOS	F	D	C	E	F	C	E	D	E	E	C	C
d_A, Approach Delay [s/veh]	48.06			271.83			47.77			42.96		
Approach LOS	D			F			D			D		
d_I, Intersection Delay [s/veh]	126.71											
Intersection LOS	F											
Intersection V/C	0.979											

Emissions

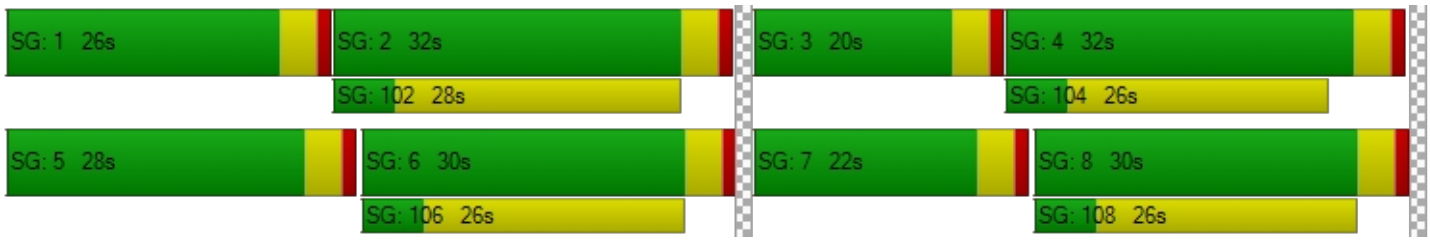
Vehicle Miles Traveled [mph]	18.95	71.99	5.94	111.92	691.78	36.57	13.90	47.11	34.56	116.91	176.64	46.06
Stops [stops/h]	426.40	1118.64	72.87	249.32	3293.35	57.53	137.43	367.21	356.66	249.08	240.28	60.40
Fuel consumption [US gal/h]	11.85	27.51	1.77	9.97	166.56	2.51	3.88	9.88	9.85	9.30	10.81	2.78
CO [g/h]	828.64	1923.26	123.51	696.83	11642.2	175.28	270.89	690.77	688.51	649.80	755.37	194.41
NOx [g/h]	161.22	374.20	24.03	135.58	2265.16	34.10	52.71	134.40	133.96	126.43	146.97	37.83
VOC [g/h]	192.05	445.73	28.62	161.50	2698.21	40.62	62.78	160.09	159.57	150.60	175.06	45.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.537	3.382	3.085	2.763
Crosswalk LOS	D	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	509	473	509
d_b, Bicycle Delay [s]	32.07	30.56	32.07	30.56
l_b,int, Bicycle LOS Score for Intersection	2.574	3.154	2.466	2.137
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Signalized	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.352

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	26	0	17	20	339	0	0	231	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	183	0	62	109	51	130	261	0	0	60	72
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	183	0	93	109	72	154	671	0	0	340	89
Peak Hour Factor	1.0000	1.0000	1.0000	0.8077	1.0000	0.8077	0.8800	0.8800	0.8800	0.8277	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	46	0	29	27	22	44	191	0	0	103	27
Total Analysis Volume [veh/h]	0	183	0	115	109	89	175	763	0	0	411	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	10	0	17	33	0	5	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	3	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	14	0	21	37	0	9	25	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	10	10	8	38	38	0	30	30
g / C, Green / Cycle	0.17	0.17	0.17	0.17	0.13	0.63	0.63	0.00	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.00	0.09	0.09	0.11	0.10	0.21	0.00	0.00	0.14	0.14
s, saturation flow rate [veh/h]	1251	1976	1220	1760	1810	3618	1615	1810	1900	1766
c, Capacity [veh/h]	156	329	179	293	230	2282	1019	5	962	895
d1, Uniform Delay [s]	0.00	22.96	29.26	23.47	25.32	5.18	0.00	0.00	8.50	8.53
k, delay calibration	0.11	0.11	0.11	0.16	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	1.47	3.83	3.89	5.17	0.40	0.00	0.00	0.72	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.56	0.64	0.67	0.76	0.33	0.00	0.00	0.28	0.28
d, Delay for Lane Group [s/veh]	0.00	24.43	33.09	27.37	30.49	5.58	0.00	0.00	9.22	9.31
Lane Group LOS	A	C	C	C	C	A	A	A	A	A
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	2.35	1.79	2.77	2.46	1.37	0.00	0.00	1.63	1.56
50th-Percentile Queue Length [ft/ln]	0.00	58.84	44.68	69.31	61.59	34.17	0.00	0.00	40.77	38.95
95th-Percentile Queue Length [veh/ln]	0.00	4.24	3.22	4.99	4.43	2.46	0.00	0.00	2.94	2.80
95th-Percentile Queue Length [ft/ln]	0.00	105.91	80.43	124.76	110.86	61.51	0.00	0.00	73.39	70.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	24.43	24.43	33.09	27.37	27.37	30.49	5.58	0.00	0.00	9.25	9.31
Movement LOS	A	C	C	C	C	C	C	A	A	A	A	A
d_A, Approach Delay [s/veh]	24.43			29.47			10.23			9.27		
Approach LOS	C			C			B			A		
d_I, Intersection Delay [s/veh]	14.39											
Intersection LOS	B											
Intersection V/C	0.352											

Emissions

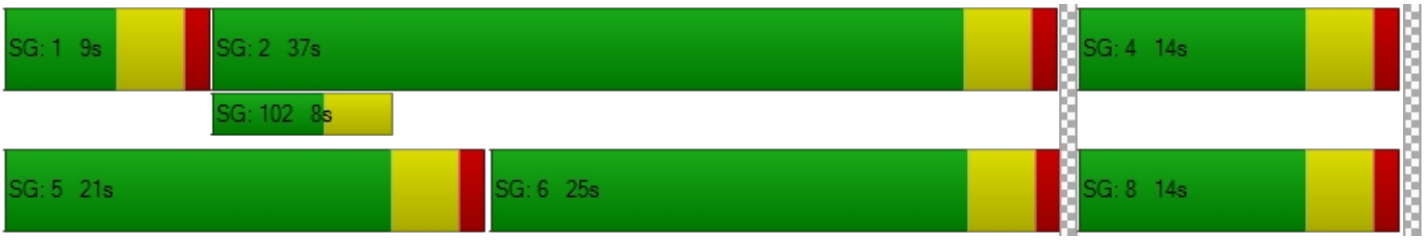
Vehicle Miles Traveled [mph]	0.00	14.64	26.07	44.88	12.26	53.45	0.00	0.00	15.91	15.02
Stops [stops/h]	0.00	141.21	107.24	166.34	147.81	164.02	0.00	0.00	97.86	93.49
Fuel consumption [US gal/h]	0.00	2.29	2.44	3.87	3.34	4.74	0.00	0.00	2.26	2.16
CO [g/h]	0.00	160.26	170.55	270.47	233.73	331.19	0.00	0.00	158.19	150.64
NOx [g/h]	0.00	31.18	33.18	52.62	45.48	64.44	0.00	0.00	30.78	29.31
VOC [g/h]	0.00	37.14	39.53	62.68	54.17	76.76	0.00	0.00	36.66	34.91

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.016	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	333	1100	700
d_b, Bicycle Delay [s]	20.83	20.83	6.08	12.68
l_b,int, Bicycle LOS Score for Intersection	1.862	2.076	2.333	1.988
Bicycle LOS	A	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

Intersection Setup

Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Indian Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	138	0	1	172	79	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	0	7	145	144	135
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	54
Total Hourly Volume [veh/h]	260	0	8	353	240	160
Peak Hour Factor	0.7801	0.7801	0.8788	0.8788	0.8652	0.8652
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	0	2	100	69	46
Total Analysis Volume [veh/h]	333	0	9	402	277	185
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	24	0	5	28	19	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	28	0	9	32	23	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	13	1	39	34	34
g / C, Green / Cycle	0.22	0.22	0.01	0.65	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.18	0.00	0.00	0.11	0.08	0.11
s, saturation flow rate [veh/h]	1810	1615	1810	3618	3618	1615
c, Capacity [veh/h]	397	355	23	2341	2053	917
d1, Uniform Delay [s]	22.39	0.00	29.39	4.21	6.07	6.33
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.74	0.00	10.43	0.16	0.14	0.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.00	0.39	0.17	0.13	0.20
d, Delay for Lane Group [s/veh]	27.13	0.00	39.82	4.36	6.21	6.83
Lane Group LOS	C	A	D	A	A	A
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.56	0.00	0.19	0.68	0.58	0.88
50th-Percentile Queue Length [ft/ln]	114.12	0.00	4.69	16.93	14.57	22.09
95th-Percentile Queue Length [veh/ln]	8.07	0.00	0.34	1.22	1.05	1.59
95th-Percentile Queue Length [ft/ln]	201.71	0.00	8.44	30.48	26.22	39.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.13	0.00	39.82	4.36	6.21	6.83
Movement LOS	C	A	D	A	A	A
d_A, Approach Delay [s/veh]	27.13		5.14		6.46	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	11.72					
Intersection LOS	B					
Intersection V/C	0.304					

Emissions

Vehicle Miles Traveled [mph]	83.60	0.00	0.69	30.92	28.07	18.74
Stops [stops/h]	273.88	0.00	11.25	81.27	69.93	53.02
Fuel consumption [US gal/h]	7.09	0.00	0.18	2.15	2.18	1.56
CO [g/h]	495.26	0.00	12.86	150.07	152.50	108.97
NOx [g/h]	96.36	0.00	2.50	29.20	29.67	21.20
VOC [g/h]	114.78	0.00	2.98	34.78	35.34	25.26

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.277	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	933	633
d_b, Bicycle Delay [s]	10.80	8.53	14.01
l_b,int, Bicycle LOS Score for Intersection	1.560	1.899	1.985
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	166.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	90	2	170	118	4	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	126	78	209	67	169	491
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	20	0	0	0	146
Total Hourly Volume [veh/h]	235	60	415	210	174	437
Peak Hour Factor	0.8214	0.8214	0.8944	0.8944	0.7950	0.7950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	18	116	59	55	137
Total Analysis Volume [veh/h]	286	73	464	235	219	550
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	30	0	5	30	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	0	37	51	9	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	44	44	44	44	44	44
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	5	19	17	17
g / C, Green / Cycle	0.22	0.22	0.11	0.43	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.08	0.05	0.26	0.06	0.12	0.34
s, saturation flow rate [veh/h]	3618	1615	1810	3618	1810	1615
c, Capacity [veh/h]	811	362	204	1544	711	635
d1, Uniform Delay [s]	14.52	14.00	19.72	7.81	9.31	12.41
k, delay calibration	0.11	0.11	0.50	0.11	0.11	0.21
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.26	0.27	590.99	0.05	0.24	6.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.20	2.28	0.15	0.31	0.87
d, Delay for Lane Group [s/veh]	14.78	14.27	610.71	7.85	9.55	19.33
Lane Group LOS	B	B	F	A	A	B
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.96	0.48	35.11	0.45	1.19	5.05
50th-Percentile Queue Length [ft/ln]	23.97	12.12	877.68	11.20	29.82	126.34
95th-Percentile Queue Length [veh/ln]	1.73	0.87	55.48	0.81	2.15	8.74
95th-Percentile Queue Length [ft/ln]	43.15	21.82	1386.91	20.15	53.68	218.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.78	14.27	610.71	7.85	9.55	19.33
Movement LOS	B	B	F	A	A	B
d_A, Approach Delay [s/veh]	14.68		408.03		16.55	
Approach LOS	B		F		B	
d_I, Intersection Delay [s/veh]	165.96					
Intersection LOS	F					
Intersection V/C	0.676					

Emissions

Vehicle Miles Traveled [mph]	41.18	10.51	85.50	43.30	14.97	37.61
Stops [stops/h]	155.82	39.40	2852.25	72.77	96.91	410.57
Fuel consumption [US gal/h]	4.21	1.06	96.05	2.76	1.58	5.98
CO [g/h]	294.23	74.25	6713.88	193.25	110.28	418.04
NOx [g/h]	57.25	14.45	1306.28	37.60	21.46	81.33
VOC [g/h]	68.19	17.21	1556.01	44.79	25.56	96.88

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	451	2121	226
d_b, Bicycle Delay [s]	13.28	0.08	17.44
l_b,int, Bicycle LOS Score for Intersection	1.872	2.136	1.560
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.705

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	39	189	37	81	247	77	50	146	59	13	101	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	30	90	0	0	115	0	0	37	13	0	16	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	319	37	98	414	93	61	214	84	16	138	67
Peak Hour Factor	0.8588	0.8588	0.8588	0.8821	0.8821	0.8821	0.8231	0.8231	0.8231	0.8039	0.8039	0.8039
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	93	11	28	117	26	19	65	26	5	43	21
Total Analysis Volume [veh/h]	90	371	43	111	469	105	74	260	102	20	172	83
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	423	448	456	438	465	480	474	514	441	465	504
Degree of Utilization, x	0.21	0.46	0.45	0.25	0.62	0.60	0.16	0.70	0.05	0.37	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.80	2.39	2.32	0.99	4.09	3.85	0.55	5.54	0.14	1.68	0.58
95th-Percentile Queue Length [ft]	19.90	59.72	58.09	24.86	102.20	96.18	13.73	138.60	3.56	42.09	14.62
Approach Delay [s/veh]	16.57			20.18			22.54		13.54		
Approach LOS	C			C			C		B		
Intersection Delay [s/veh]	18.80										
Intersection LOS	C										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	32.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.919

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	55	804	189	49	941	29	45	25	54	207	15	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	801	0	50	886	2	1	0	8	0	6	40
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	57	0	0	9	0	0	18	0	0	23
Total Hourly Volume [veh/h]	75	1774	172	109	2025	28	55	30	55	250	24	67
Peak Hour Factor	0.9319	0.9319	0.9319	0.8802	0.8802	0.8802	0.8576	0.8576	0.8576	0.8506	0.8506	0.8506
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	476	46	31	575	8	16	9	16	73	7	20
Total Analysis Volume [veh/h]	80	1904	185	124	2301	32	64	35	64	294	28	79
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	43	0	0	33	0	0	10	0	0	35	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21	37	0	0	16	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	51	51	41	41	41	10	17	17	17
g / C, Green / Cycle	0.06	0.56	0.56	0.46	0.46	0.46	0.12	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.04	0.38	0.39	0.62	0.44	0.02	0.09	0.16	0.01	0.05
s, saturation flow rate [veh/h]	1810	3618	1816	200	5176	1615	1745	1810	1900	1615
c, Capacity [veh/h]	106	2032	1020	110	2374	741	201	344	361	307
d1, Uniform Delay [s]	41.73	14.02	14.11	43.13	23.74	13.45	38.88	35.25	29.97	31.04
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.36	1.88	3.81	122.97	12.54	0.11	7.70	6.10	0.09	0.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.68	0.69	1.12	0.97	0.04	0.81	0.86	0.08	0.26
d, Delay for Lane Group [s/veh]	52.09	15.89	17.92	166.10	36.28	13.56	46.58	41.35	30.06	31.48
Lane Group LOS	D	B	B	F	D	B	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.03	9.59	10.34	6.13	16.50	0.35	3.93	6.76	0.51	1.50
50th-Percentile Queue Length [ft/ln]	50.86	239.87	258.43	153.31	412.51	8.69	98.22	169.00	12.73	37.48
95th-Percentile Queue Length [veh/ln]	3.66	14.67	15.61	10.90	23.16	0.63	7.07	11.02	0.92	2.70
95th-Percentile Queue Length [ft/ln]	91.54	366.87	390.25	272.45	579.05	15.64	176.80	275.59	22.91	67.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.09	16.44	17.92	166.10	36.28	13.56	46.58	46.58	46.58	41.35	30.06	31.48
Movement LOS	D	B	B	F	D	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	17.88			42.53			46.58			38.62		
Approach LOS	B			D			D			D		
d_I, Intersection Delay [s/veh]	32.06											
Intersection LOS	C											
Intersection V/C	0.919											

Emissions

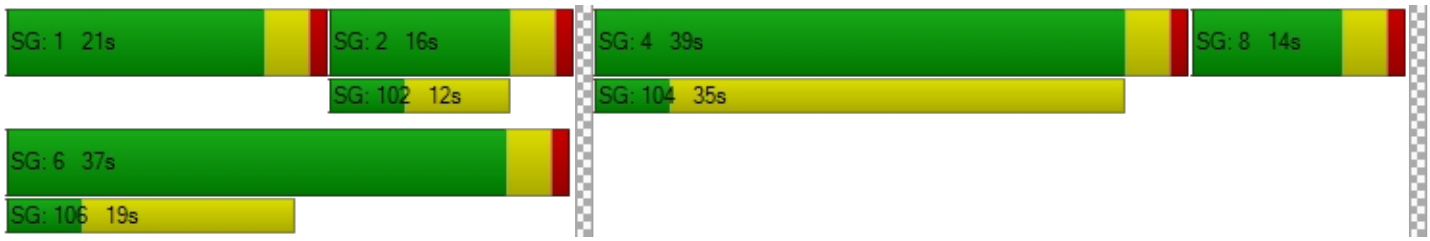
Vehicle Miles Traveled [mph]	39.93	691.72	350.85	12.00	222.64	3.10	13.00	148.53	14.15	39.91
Stops [stops/h]	81.37	767.59	413.49	245.30	1980.02	13.90	157.16	270.39	20.37	59.96
Fuel consumption [US gal/h]	2.94	37.20	19.29	7.65	49.24	0.37	2.73	10.19	0.89	2.53
CO [g/h]	205.59	2600.20	1348.50	534.86	3441.58	25.67	190.98	712.30	61.90	176.91
NOx [g/h]	40.00	505.90	262.37	104.06	669.61	4.99	37.16	138.59	12.04	34.42
VOC [g/h]	47.65	602.62	312.53	123.96	797.62	5.95	44.26	165.08	14.34	41.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.601	1.876	2.509
Crosswalk LOS	F	D	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	267	222	778
d_b, Bicycle Delay [s]	18.05	33.80	35.56	16.81
l_b,int, Bicycle LOS Score for Intersection	2.784	2.916	1.858	2.259
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	32.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.625

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	36	105	148	41	53	58	45	554	14	158	543	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	8	8	0	19	20	200	6	8	149	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	47	0	0	22	0	0	6	0	0	14
Total Hourly Volume [veh/h]	50	127	140	58	64	67	74	870	17	199	806	42
Peak Hour Factor	0.8780	0.8780	0.8780	0.8608	0.8608	0.8608	0.8955	0.8955	0.8955	0.7629	0.7629	0.7629
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	36	40	17	19	19	21	243	5	65	264	14
Total Analysis Volume [veh/h]	57	145	159	67	74	78	83	972	19	261	1057	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	12	28	0	13	26	0	15	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	20	0	21	32	0	20	27	0	22	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	29	4	30	30	5	26	26	15	35	35
g / C, Green / Cycle	0.04	0.32	0.05	0.33	0.33	0.06	0.29	0.29	0.16	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.03	0.17	0.04	0.04	0.05	0.05	0.27	0.01	0.14	0.29	0.03
s, saturation flow rate [veh/h]	1810	1739	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	77	559	89	624	530	109	1036	463	299	1415	631
d1, Uniform Delay [s]	42.62	25.11	42.23	21.12	21.32	41.63	31.33	23.18	36.66	23.58	17.28
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.22	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.29	3.77	11.85	0.39	0.58	10.22	4.83	0.04	14.92	0.81	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.54	0.75	0.12	0.15	0.76	0.94	0.04	0.87	0.75	0.09
d, Delay for Lane Group [s/veh]	55.90	28.88	54.09	21.50	21.91	51.85	36.16	23.22	51.58	24.39	17.34
Lane Group LOS	E	C	D	C	C	D	D	C	D	C	B
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.54	5.85	1.76	1.16	1.24	2.00	9.87	0.27	6.38	8.51	0.65
50th-Percentile Queue Length [ft/ln]	38.38	146.32	44.08	28.89	31.11	50.12	246.85	6.75	159.45	212.84	16.19
95th-Percentile Queue Length [veh/ln]	2.76	9.82	3.17	2.08	2.24	3.61	15.03	0.49	10.52	13.30	1.17
95th-Percentile Queue Length [ft/ln]	69.08	245.51	79.35	52.00	56.00	90.22	375.68	12.16	262.99	332.48	29.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.90	28.88	28.88	54.09	21.50	21.91	51.85	36.16	23.22	51.58	24.39	17.34
Movement LOS	E	C	C	D	C	C	D	D	C	D	C	B
d_A, Approach Delay [s/veh]	33.14			31.62			37.14			29.27		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.70											
Intersection LOS	C											
Intersection V/C	0.625											

Emissions

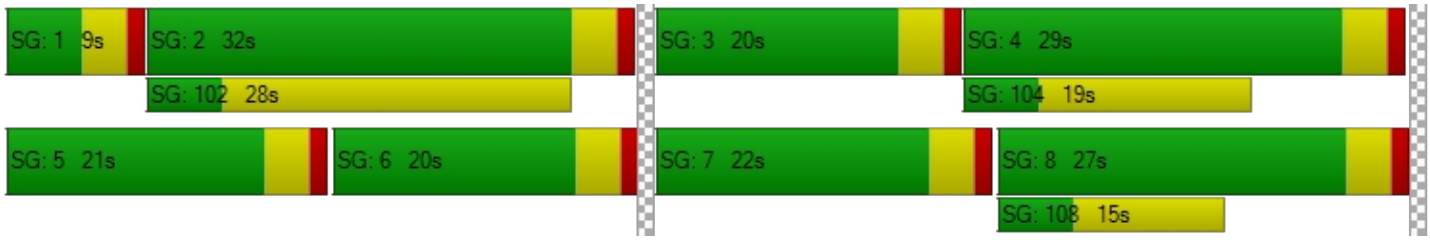
Vehicle Miles Traveled [mph]	8.00	42.64	9.33	10.30	10.86	41.54	486.43	9.51	68.18	276.12	14.37
Stops [stops/h]	61.41	234.11	70.54	46.22	49.78	80.19	789.91	10.81	255.12	681.10	25.90
Fuel consumption [US gal/h]	1.24	4.60	1.43	0.96	1.03	3.75	38.10	0.61	9.76	27.13	1.16
CO [g/h]	86.92	321.69	99.77	67.41	71.78	262.46	2662.93	42.54	682.15	1896.60	80.78
NOx [g/h]	16.91	62.59	19.41	13.12	13.97	51.07	518.11	8.28	132.72	369.01	15.72
VOC [g/h]	20.14	74.55	23.12	15.62	16.64	60.83	617.16	9.86	158.09	439.56	18.72

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.217	2.273	3.146	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	356	622	511	556
d_b, Bicycle Delay [s]	30.42	21.36	24.94	23.47
l_b,int, Bicycle LOS Score for Intersection	2.233	1.957	2.451	2.704
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 25: Neuvo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	48.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.868

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	104	233	129	20	246	55	56	632	107	129	565	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	21	0	90	38	0	55	137	5	0	130	44
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	39	0	0	17	0	0	34	0	0	19
Total Hourly Volume [veh/h]	135	303	117	114	336	50	123	902	100	156	814	58
Peak Hour Factor	0.8158	0.8158	0.8158	0.9249	0.9249	0.9249	0.9147	0.9147	0.9147	0.8738	0.8738	0.8738
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	93	36	31	91	14	34	247	27	45	233	17
Total Analysis Volume [veh/h]	165	371	143	123	363	54	134	986	109	179	932	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	0	25	0	12	25	0	8	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	28	28	0	16	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	7	22	22	9	24	24
g / C, Green / Cycle	0.39	0.39	0.39	0.39	0.10	0.32	0.32	0.12	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.17	0.20	0.09	0.50	0.07	0.27	0.07	0.10	0.26	0.04
s, saturation flow rate [veh/h]	985	1900	1615	1088	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	104	740	629	487	179	1144	511	223	1232	550
d1, Uniform Delay [s]	21.68	16.22	14.33	24.57	30.70	22.49	17.54	29.87	20.51	15.87
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	303.69	2.42	0.84	74.30	6.16	2.05	0.21	6.67	0.97	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.58	0.50	0.23	1.11	0.75	0.86	0.21	0.80	0.76	0.12
d, Delay for Lane Group [s/veh]	325.38	18.65	15.17	98.87	36.85	24.54	17.75	36.55	21.48	15.97
Lane Group LOS	F	B	B	F	D	C	B	D	C	B
Critical Lane Group	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.22	4.33	1.45	17.52	2.36	7.07	1.19	3.14	6.11	0.67
50th-Percentile Queue Length [ft/ln]	255.53	108.22	36.26	438.05	59.06	176.78	29.82	78.44	152.66	16.65
95th-Percentile Queue Length [veh/ln]	18.40	7.74	2.61	26.10	4.25	11.43	2.15	5.65	10.16	1.20
95th-Percentile Queue Length [ft/ln]	459.96	193.52	65.27	652.43	106.31	285.80	53.67	141.20	253.97	29.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	325.38	18.65	15.17	98.87	98.87	98.87	36.85	24.54	17.75	36.55	21.48	15.97
Movement LOS	F	B	B	F	F	F	D	C	B	D	C	B
d_A, Approach Delay [s/veh]	92.45			98.87			25.28			23.46		
Approach LOS	F			F			C			C		
d_I, Intersection Delay [s/veh]	48.23											
Intersection LOS	D											
Intersection V/C	0.868											

Emissions

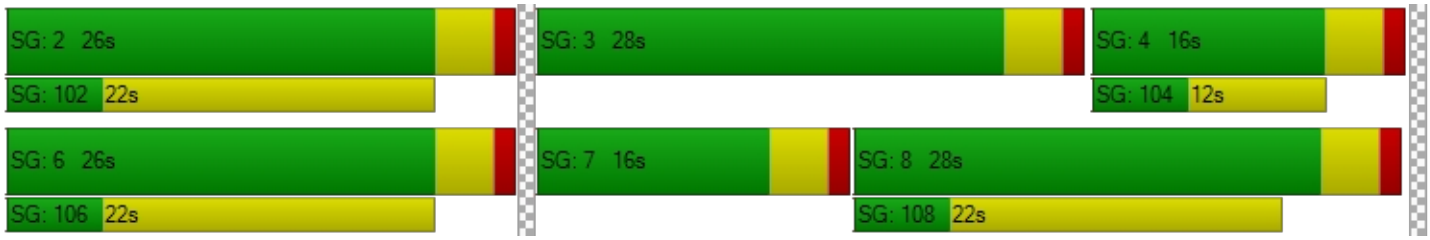
Vehicle Miles Traveled [mph]	62.34	140.17	54.03	271.31	67.79	498.83	55.14	89.58	466.41	33.03
Stops [stops/h]	525.67	222.61	74.60	901.13	121.50	727.32	61.34	161.37	628.07	34.24
Fuel consumption [US gal/h]	19.60	8.98	3.22	31.37	4.63	29.94	2.97	6.13	26.95	1.73
CO [g/h]	1369.77	627.76	225.14	2192.59	323.42	2092.55	207.71	428.15	1883.86	121.21
NOx [g/h]	266.51	122.14	43.80	426.60	62.92	407.13	40.41	83.30	366.53	23.58
VOC [g/h]	317.46	145.49	52.18	508.15	74.95	484.97	48.14	99.23	436.60	28.09

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.755	2.567	3.252	3.183
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	686	343
d_b, Bicycle Delay [s]	16.46	16.46	15.11	24.03
l_b,int, Bicycle LOS Score for Intersection	2.744	2.479	2.602	2.546
Bicycle LOS	B	B	B	B

Sequence

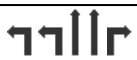
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	82.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.905

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	134	475	120	226	549	220	288	554	165	207	451	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	38	483	2	32	581	281	296	163	2	2	107	30
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	37	0	0	137	0	0	51	0	0	62
Total Hourly Volume [veh/h]	200	1058	110	305	1245	410	644	833	151	252	653	187
Peak Hour Factor	0.9406	0.9406	0.9406	0.9342	0.9342	0.9342	0.8402	0.8402	0.8402	0.8991	0.8991	0.8991
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	281	29	82	333	110	192	248	45	70	182	52
Total Analysis Volume [veh/h]	213	1125	117	326	1333	439	767	991	180	280	726	208
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Maximum Green [s]	12	35	0	12	35	18	18	47	0	10	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	40	0	16	36	21	21	49	0	15	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	45	45	12	41	62	17	36	36	11	30	30
g / C, Green / Cycle	0.13	0.37	0.37	0.10	0.34	0.51	0.14	0.30	0.30	0.09	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.12	0.31	0.07	0.09	0.37	0.15	0.22	0.27	0.11	0.08	0.20	0.13
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	240	1340	598	351	1222	1466	498	1102	492	322	921	411
d1, Uniform Delay [s]	51.19	34.53	25.65	53.57	39.72	16.82	51.50	39.95	32.65	53.79	41.70	38.26
k, delay calibration	0.33	0.50	0.50	0.11	0.50	0.50	0.23	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	26.17	6.46	0.73	10.69	54.04	0.52	247.95	2.95	0.46	7.15	1.54	0.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.84	0.20	0.93	1.09	0.30	1.54	0.90	0.37	0.87	0.79	0.51
d, Delay for Lane Group [s/veh]	77.36	40.99	26.38	64.26	93.77	17.34	299.45	42.91	33.10	60.95	43.24	39.22
Lane Group LOS	E	D	C	E	F	B	F	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.86	15.41	2.32	5.27	26.24	3.39	24.47	14.00	4.09	4.42	9.97	5.25
50th-Percentile Queue Length [ft/ln]	196.58	385.29	57.92	131.78	656.05	84.69	611.83	350.11	102.13	110.46	249.33	131.23
95th-Percentile Queue Length [veh/ln]	12.46	21.85	4.17	9.04	36.69	6.10	38.32	20.14	7.35	7.87	15.15	9.01
95th-Percentile Queue Length [ft/ln]	311.54	546.25	104.26	225.91	917.35	152.44	958.00	503.54	183.83	196.64	378.80	225.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.36	40.99	26.38	64.26	93.77	17.34	299.45	42.91	33.10	60.95	43.24	39.22
Movement LOS	E	D	C	E	F	B	F	D	C	E	D	D
d_A, Approach Delay [s/veh]	45.14			73.19			143.53			46.64		
Approach LOS	D			E			F			D		
d_I, Intersection Delay [s/veh]	82.63											
Intersection LOS	F											
Intersection V/C	0.905											

Emissions

Vehicle Miles Traveled [mph]	80.19	423.53	44.05	162.70	665.27	219.09	170.83	220.72	40.09	141.65	367.29	105.23
Stops [stops/h]	235.89	924.70	69.51	316.27	1574.52	203.25	1468.38	840.27	122.55	265.10	598.38	157.47
Fuel consumption [US gal/h]	9.03	35.40	3.00	13.77	67.81	11.59	67.27	24.81	3.85	11.15	25.42	6.98
CO [g/h]	631.51	2474.31	209.84	962.64	4740.13	809.88	4702.38	1734.44	269.29	779.42	1777.07	487.65
NOx [g/h]	122.87	481.41	40.83	187.29	922.26	157.57	914.91	337.46	52.39	151.65	345.75	94.88
VOC [g/h]	146.36	573.45	48.63	223.10	1098.57	187.70	1089.82	401.97	62.41	180.64	411.85	113.02

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.334	3.774	3.383	3.207
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	533	750	650
d_b, Bicycle Delay [s]	29.40	32.27	23.44	27.34
l_b,int, Bicycle LOS Score for Intersection	2.791	3.403	3.201	2.612
Bicycle LOS	C	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	169.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.371

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	196	0	1091	946	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.2100	1.0000	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	159	0	695	631	37
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	396	0	2015	1776	78
Peak Hour Factor	1.0000	0.8099	1.0000	0.9633	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	122	0	523	485	21
Total Analysis Volume [veh/h]	0	489	0	2092	1941	85
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	2.37	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	169.42	0.00	0.00	0.00	0.00
Movement LOS		F		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	12.26	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	306.58	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	169.42		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	17.98					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	63	4	409	0	0	0	54	686	0	0	750	383
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.0000	1.0000	1.0000	1.2100	1.2100	1.0000	1.0000	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	62	0	431	0	0	0	95	265	0	0	530	260
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	232	0	0	0	0	0	0	0	0	181
Total Hourly Volume [veh/h]	138	5	694	0	0	0	160	1095	0	0	1438	542
Peak Hour Factor	0.9006	0.9006	0.9006	1.0000	1.0000	1.0000	0.8783	0.8783	1.0000	1.0000	0.9261	0.9261
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	1	193	0	0	0	46	312	0	0	388	146
Total Analysis Volume [veh/h]	153	6	771	0	0	0	182	1247	0	0	1553	585
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	33	0	0	0	0	12	69	0	0	53	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	0	0	14	60	0	0	46	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	90	90		90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	30	30		10	52	38	38
g / C, Green / Cycle	0.33	0.33		0.11	0.58	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.09	0.27		0.10	0.34	0.30	0.36
s, saturation flow rate [veh/h]	1813	2859		1810	3618	5176	1615
c, Capacity [veh/h]	599	945		201	2101	2200	687
d1, Uniform Delay [s]	22.11	27.63		39.53	12.07	21.25	23.32
k, delay calibration	0.50	0.50		0.22	0.11	0.11	0.18
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.08	7.74		24.29	0.27	0.42	5.07
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.82		0.91	0.59	0.71	0.85
d, Delay for Lane Group [s/veh]	23.20	35.37		63.82	12.34	21.67	28.39
Lane Group LOS	C	D		E	B	C	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.51	8.09		5.18	6.89	8.25	11.10
50th-Percentile Queue Length [ft/ln]	62.85	202.13		129.45	172.16	206.35	277.42
95th-Percentile Queue Length [veh/ln]	4.53	12.75		8.91	11.19	12.97	16.56
95th-Percentile Queue Length [ft/ln]	113.14	318.71		222.74	279.75	324.14	414.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.20	23.20	35.37	0.00	0.00	0.00	63.82	12.34	0.00	0.00	21.67	28.39
Movement LOS	C	C	D				E	B			C	C
d_A, Approach Delay [s/veh]	33.29			0.00			18.90			23.51		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	24.07											
Intersection LOS	C											
Intersection V/C	0.733											

Emissions

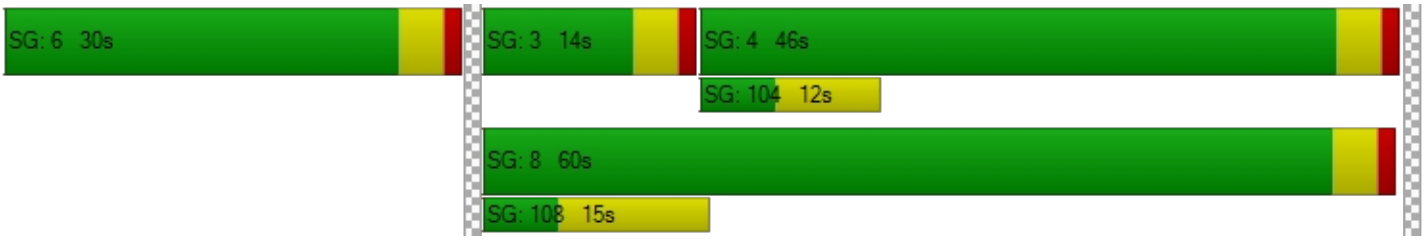
Vehicle Miles Traveled [mph]	27.64	134.02		15.08	103.31	85.36	32.15
Stops [stops/h]	100.57	646.80		207.11	550.91	990.46	443.88
Fuel consumption [US gal/h]	2.73	16.70		4.94	12.25	19.64	8.89
CO [g/h]	190.72	1167.58		345.18	855.94	1372.55	621.53
NOx [g/h]	37.11	227.17		67.16	166.54	267.05	120.93
VOC [g/h]	44.20	270.60		80.00	198.37	318.10	144.05

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.775	2.181	0.000	0.000
Crosswalk LOS	C	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	0	1244	933
d_b, Bicycle Delay [s]	22.76	45.00	6.42	12.80
l_b,int, Bicycle LOS Score for Intersection	3.477	4.132	2.739	2.835
Bicycle LOS	C	D	B	C

Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	76.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.836

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	487	1	83	0	272	77	486	335	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	263	0	62	0	97	95	529	63	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	41	0	0	47	0	0	0
Total Hourly Volume [veh/h]	0	0	0	852	1	121	0	426	141	1117	468	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8912	0.8912	0.8912	1.0000	0.7591	0.7591	0.8880	0.8880	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	239	0	34	0	140	46	314	132	0
Total Analysis Volume [veh/h]	0	0	0	956	1	136	0	561	186	1258	527	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	36	0	0	29	0	33	66	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	35	0	0	22	0	23	45	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		15	15	15	20	20	33	57
g / C, Green / Cycle		0.19	0.19	0.19	0.25	0.25	0.41	0.71
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.08	0.20	0.21	0.36	0.15
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1747	3514	3618
c, Capacity [veh/h]		343	343	306	477	438	1439	2570
d1, Uniform Delay [s]		32.42	32.42	28.69	27.94	28.55	21.72	3.93
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		194.74	194.68	4.62	2.87	4.78	1.82	0.04
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		1.40	1.40	0.44	0.78	0.85	0.87	0.21
d, Delay for Lane Group [s/veh]		227.16	227.10	33.31	30.81	33.34	23.54	3.96
Lane Group LOS		F	F	C	C	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		24.77	24.76	2.57	6.57	6.91	9.94	0.97
50th-Percentile Queue Length [ft/ln]		619.16	619.08	64.32	164.18	172.64	248.44	24.15
95th-Percentile Queue Length [veh/ln]		38.20	38.20	4.63	10.77	11.22	15.11	1.74
95th-Percentile Queue Length [ft/ln]		955.10	954.96	115.78	269.25	280.38	377.69	43.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	227.13	227.10	33.31	0.00	31.65	33.34	23.54	3.96	0.00
Movement LOS				F	F	C		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			203.01			32.07			17.76		
Approach LOS	A			F			C			B		
d_I, Intersection Delay [s/veh]	76.57											
Intersection LOS	E											
Intersection V/C	0.836											

Emissions

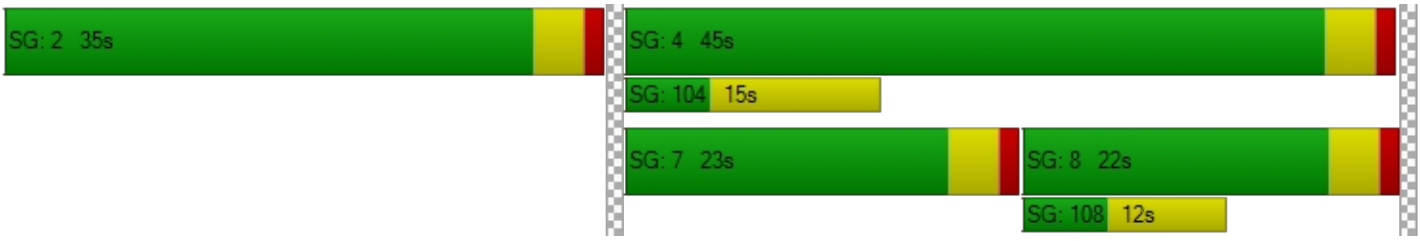
Vehicle Miles Traveled [mph]		41.37	41.37	11.76	98.99	98.99	104.22	43.66
Stops [stops/h]		1114.49	1114.34	115.78	295.53	310.74	894.39	86.93
Fuel consumption [US gal/h]		34.55	34.54	2.48	8.79	9.13	18.54	2.84
CO [g/h]		2414.78	2414.27	173.38	614.47	638.34	1296.27	198.73
NOx [g/h]		469.83	469.73	33.73	119.55	124.20	252.21	38.67
VOC [g/h]		559.65	559.53	40.18	142.41	147.94	300.42	46.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.438	2.486	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	775	450	1025
d_b, Bicycle Delay [s]	40.00	15.01	24.03	9.51
l_b,int, Bicycle LOS Score for Intersection	4.132	3.431	2.215	3.032
Bicycle LOS	D	C	B	C

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	38	410	9	32	381	24	31	16	43	5	13	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	0	0	30	13	12	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	514	11	39	491	42	50	19	71	6	16	29
Peak Hour Factor	0.7862	0.7862	0.7862	0.7814	0.7814	0.7814	0.7336	0.7336	0.7336	0.7685	0.7685	0.7685
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	163	3	12	157	13	17	6	24	2	5	9
Total Analysis Volume [veh/h]	59	654	14	50	628	54	68	26	97	8	21	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	508	548	550	508	548	557	501	485
Degree of Utilization, x	0.12	0.61	0.61	0.10	0.62	0.61	0.38	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.39	4.07	4.03	0.33	4.25	4.11	1.77	0.48
95th-Percentile Queue Length [ft]	9.78	101.75	100.84	8.13	106.23	102.65	44.26	11.90
Approach Delay [s/veh]	18.26			18.57			14.56	11.60
Approach LOS	C			C			B	B
Intersection Delay [s/veh]	17.72							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	724	68	88	781	53	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	523	12	19	565	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	24	0	0	0	19
Total Hourly Volume [veh/h]	1399	70	125	1510	77	58
Peak Hour Factor	0.8868	0.8868	0.9123	0.9123	0.7565	0.7565
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	394	20	34	414	25	19
Total Analysis Volume [veh/h]	1578	79	137	1655	102	77
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	15	0	21	40	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	25	44	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	7	56	6	6
g / C, Green / Cycle	0.64	0.64	0.10	0.80	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.44	0.44	0.08	0.46	0.06	0.05
s, saturation flow rate [veh/h]	1900	1869	1810	3618	1810	1615
c, Capacity [veh/h]	1221	1201	179	2891	157	140
d1, Uniform Delay [s]	7.92	8.02	30.74	2.61	30.94	30.66
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.04	3.26	6.63	0.83	4.48	3.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.69	0.76	0.57	0.65	0.55
d, Delay for Lane Group [s/veh]	10.96	11.28	37.37	3.44	35.42	34.00
Lane Group LOS	B	B	D	A	D	C
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.97	6.08	2.40	0.84	1.83	1.35
50th-Percentile Queue Length [ft/ln]	149.14	152.10	59.99	20.95	45.72	33.80
95th-Percentile Queue Length [veh/ln]	9.97	10.13	4.32	1.51	3.29	2.43
95th-Percentile Queue Length [ft/ln]	249.28	253.24	107.99	37.70	82.30	60.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.11	11.28	37.37	3.44	35.42	34.00
Movement LOS	B	B	D	A	D	C
d_A, Approach Delay [s/veh]	11.12		6.03		34.81	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	9.77					
Intersection LOS	A					
Intersection V/C	0.575					

Emissions

Vehicle Miles Traveled [mph]	359.72	359.72	51.58	623.06	51.20	38.65
Stops [stops/h]	306.80	312.90	123.42	86.18	94.05	69.52
Fuel consumption [US gal/h]	17.99	18.12	4.34	23.59	3.40	2.54
CO [g/h]	1257.71	1266.74	303.67	1648.65	237.55	177.37
NOx [g/h]	244.71	246.46	59.08	320.77	46.22	34.51
VOC [g/h]	291.49	293.58	70.38	382.09	55.05	41.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.303	2.075
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	429	1143	629
d_b, Bicycle Delay [s]	21.61	6.43	16.46
l_b,int, Bicycle LOS Score for Intersection	2.946	3.038	1.560
Bicycle LOS	C	C	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	66	519	5	69	513	196	110	58	79	3	82	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	501	0	30	535	13	12	0	0	0	0	21
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	63	0	0	24	0	0	36
Total Hourly Volume [veh/h]	80	1129	4	113	1156	187	145	70	72	4	99	107
Peak Hour Factor	0.8932	0.8932	0.8932	0.8568	0.8568	0.8568	0.8129	0.8129	0.8129	0.7283	0.7283	0.7283
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	316	1	33	337	55	45	22	22	1	34	37
Total Analysis Volume [veh/h]	90	1264	4	132	1349	218	178	86	89	5	136	147
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	19	0	10	22	0	9	26	0	9	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	24	0	11	26	0	15	30	0	15	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	37	37	7	39	39	10	19	19	1	10	10
g / C, Green / Cycle	0.06	0.47	0.47	0.09	0.49	0.49	0.12	0.24	0.24	0.01	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.35	0.00	0.07	0.37	0.13	0.10	0.05	0.06	0.00	0.07	0.09
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	113	1688	754	158	1779	794	216	453	385	14	240	204
d1, Uniform Delay [s]	37.00	17.48	11.40	35.93	16.48	11.95	34.40	24.32	24.57	39.50	32.89	33.59
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.19	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.87	3.09	0.01	10.76	3.09	0.86	12.77	0.20	0.30	15.36	2.10	4.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.75	0.01	0.83	0.76	0.27	0.82	0.19	0.23	0.36	0.57	0.72
d, Delay for Lane Group [s/veh]	48.86	20.57	11.42	46.69	19.57	12.80	47.17	24.52	24.87	54.86	34.98	38.32
Lane Group LOS	D	C	B	D	B	B	D	C	C	D	C	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.01	8.76	0.04	2.85	9.06	2.13	3.93	1.23	1.29	0.15	2.46	2.83
50th-Percentile Queue Length [ft/ln]	50.21	218.88	0.90	71.33	226.43	53.30	98.16	30.74	32.30	3.78	61.60	70.86
95th-Percentile Queue Length [veh/ln]	3.61	13.61	0.06	5.14	13.99	3.84	7.07	2.21	2.33	0.27	4.44	5.10
95th-Percentile Queue Length [ft/ln]	90.37	340.20	1.61	128.39	349.82	95.94	176.69	55.34	58.14	6.81	110.88	127.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.86	20.57	11.42	46.69	19.57	12.80	47.17	24.52	24.87	54.86	34.98	38.32
Movement LOS	D	C	B	D	B	B	D	C	C	D	C	D
d_A, Approach Delay [s/veh]	22.42			20.80			36.03			37.03		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	24.12											
Intersection LOS	C											
Intersection V/C	0.612											

Emissions

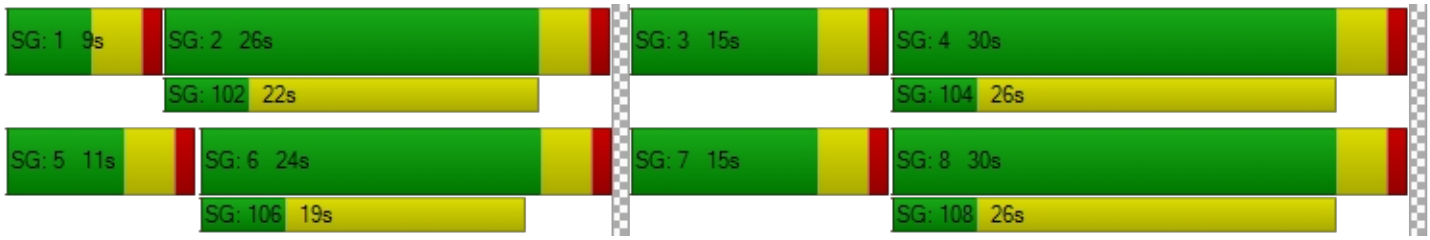
Vehicle Miles Traveled [mph]	26.03	365.54	1.16	25.35	259.04	41.86	20.06	9.69	10.03	0.63	17.17	18.56
Stops [stops/h]	90.37	787.98	1.61	128.39	815.14	95.94	176.69	55.34	58.14	6.81	110.88	127.55
Fuel consumption [US gal/h]	2.91	27.62	0.07	3.72	24.39	3.20	4.59	1.45	1.52	0.16	2.94	3.37
CO [g/h]	203.46	1930.60	4.82	259.98	1704.55	223.38	321.07	101.31	106.05	11.33	205.18	235.45
NOx [g/h]	39.59	375.62	0.94	50.58	331.64	43.46	62.47	19.71	20.63	2.21	39.92	45.81
VOC [g/h]	47.15	447.44	1.12	60.25	395.05	51.77	74.41	23.48	24.58	2.63	47.55	54.57

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	3.140	3.364	2.588	2.378
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	550	650	650
d_b, Bicycle Delay [s]	22.50	21.03	18.23	18.23
l_b,int, Bicycle LOS Score for Intersection	2.682	3.013	2.182	1.827
Bicycle LOS	B	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	44.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	78	120	63	70	212	142	98	1376	115	114	969	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	18	47	0	11	2	5	302	11	31	247	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	31	0	0	44	0	0	38	0	0	12
Total Hourly Volume [veh/h]	112	163	92	85	268	130	124	1967	112	169	1419	36
Peak Hour Factor	0.7647	0.7647	0.7647	0.8573	0.8573	0.8573	0.9297	0.9297	0.9297	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	53	30	25	78	38	33	529	30	44	370	9
Total Analysis Volume [veh/h]	146	213	120	99	313	152	133	2116	120	176	1480	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	35	0	7	32	0	21	50	0	12	41	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	12	36	0	25	52	0	17	44	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	35	35	8	32	32	11	48	48	13	50	50
g / C, Green / Cycle	0.09	0.29	0.29	0.07	0.27	0.27	0.09	0.40	0.40	0.11	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.08	0.09	0.09	0.05	0.09	0.09	0.07	0.41	0.07	0.10	0.29	0.02
s, saturation flow rate [veh/h]	1810	1900	1676	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	166	554	489	121	965	431	163	2070	646	196	2165	675
d1, Uniform Delay [s]	53.85	33.15	33.25	55.29	35.32	35.62	53.62	36.00	23.33	52.84	28.44	20.79
k, delay calibration	0.30	0.50	0.50	0.23	0.50	0.50	0.11	0.11	0.11	0.33	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	30.53	1.48	1.76	24.23	0.89	2.26	9.49	15.52	0.14	31.30	0.39	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.31	0.32	0.82	0.32	0.35	0.82	1.02	0.19	0.90	0.68	0.06
d, Delay for Lane Group [s/veh]	84.38	34.63	35.01	79.52	36.22	37.88	63.11	51.52	23.47	84.15	28.82	20.83
Lane Group LOS	F	C	D	E	D	D	E	F	C	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.65	4.08	3.75	3.70	3.70	3.77	4.21	21.35	2.10	6.72	10.69	0.60
50th-Percentile Queue Length [ft/ln]	141.23	101.92	93.78	92.42	92.42	94.35	105.22	533.81	52.40	167.88	267.18	15.10
95th-Percentile Queue Length [veh/ln]	9.55	7.34	6.75	6.65	6.65	6.79	7.57	29.39	3.77	10.97	16.05	1.09
95th-Percentile Queue Length [ft/ln]	238.68	183.46	168.81	166.36	166.36	169.83	189.33	734.79	94.32	274.13	401.21	27.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	84.38	34.70	35.01	79.52	36.22	37.88	63.11	51.52	23.47	84.15	28.82	20.83
Movement LOS	F	C	D	E	D	D	E	F	C	F	C	C
d_A, Approach Delay [s/veh]	49.92			44.27			50.75			34.39		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	44.53											
Intersection LOS	D											
Intersection V/C	0.681											

Emissions

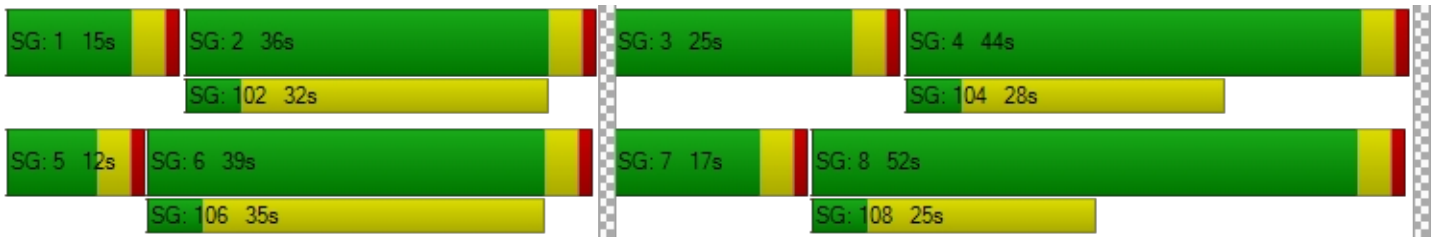
Vehicle Miles Traveled [mph]	84.79	101.25	92.13	17.33	54.80	26.61	15.08	239.97	13.61	43.99	369.88	9.50
Stops [stops/h]	169.47	122.30	112.54	110.91	221.81	113.22	126.26	1921.72	62.88	201.46	961.83	18.12
Fuel consumption [US gal/h]	7.52	6.22	5.69	3.58	6.94	3.49	4.56	65.90	2.20	8.23	38.92	0.82
CO [g/h]	525.65	434.78	397.54	249.90	485.32	244.07	318.58	4606.65	153.53	575.05	2720.50	56.99
NOx [g/h]	102.27	84.59	77.35	48.62	94.43	47.49	61.98	896.29	29.87	111.88	529.31	11.09
VOC [g/h]	121.83	100.77	92.13	57.92	112.48	56.56	73.83	1067.63	35.58	133.27	630.50	13.21

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.698	2.775	3.758	3.668
Crosswalk LOS	B	C	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	800	667
d_b, Bicycle Delay [s]	30.10	32.27	21.60	26.67
l_b,int, Bicycle LOS Score for Intersection	1.980	2.061	2.883	2.498
Bicycle LOS	A	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.246

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	57	149	13	10	307	26	13	24	54	18	23	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	83	0	0	53	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	8	0	0	16	0	0	6
Total Hourly Volume [veh/h]	69	263	12	12	424	23	16	29	49	22	28	16
Peak Hour Factor	0.7432	0.7432	0.7432	0.8693	0.8693	0.8693	0.7109	0.7109	0.7109	0.7770	0.7770	0.7770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	88	4	3	122	7	6	10	17	7	9	5
Total Analysis Volume [veh/h]	93	354	16	14	488	26	23	41	69	28	36	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	26	0	8	22	0	5	23	0	7	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	12	26	0	9	26	0	12	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	51	51	1	47	47	2	9	9	2	10	10
g / C, Green / Cycle	0.07	0.64	0.64	0.02	0.59	0.59	0.03	0.11	0.11	0.03	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.05	0.10	0.10	0.01	0.14	0.14	0.01	0.02	0.04	0.02	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1871	1810	1900	1866	1810	1900	1615	1810	1900	1679
c, Capacity [veh/h]	122	1212	1193	31	1117	1097	46	219	186	53	227	201
d1, Uniform Delay [s]	36.69	5.82	5.82	38.92	7.87	7.87	38.49	31.99	32.70	38.27	31.48	31.53
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.54	0.27	0.27	9.58	0.49	0.50	8.27	0.41	1.22	7.75	0.25	0.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.15	0.15	0.45	0.23	0.23	0.50	0.19	0.37	0.52	0.13	0.14
d, Delay for Lane Group [s/veh]	46.23	6.09	6.10	48.51	8.35	8.37	46.76	32.40	33.92	46.02	31.73	31.85
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.01	1.01	1.00	0.34	1.82	1.80	0.54	0.72	1.26	0.64	0.50	0.49
50th-Percentile Queue Length [ft/ln]	50.13	25.25	25.02	8.54	45.47	44.93	13.43	17.97	31.42	16.00	12.44	12.25
95th-Percentile Queue Length [veh/ln]	3.61	1.82	1.80	0.61	3.27	3.23	0.97	1.29	2.26	1.15	0.90	0.88
95th-Percentile Queue Length [ft/ln]	90.24	45.45	45.03	15.37	81.85	80.87	24.18	32.35	56.56	28.80	22.39	22.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.23	6.09	6.10	48.51	8.36	8.37	46.76	32.40	33.92	46.02	31.75	31.85
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.15			9.42			35.67			36.47		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	16.02											
Intersection LOS	B											
Intersection V/C	0.246											

Emissions

Vehicle Miles Traveled [mph]	46.22	92.45	91.43	8.13	150.30	148.19	1.01	1.81	3.04	14.04	14.45	14.14
Stops [stops/h]	90.24	45.45	45.03	15.37	81.85	80.87	24.18	32.35	56.56	28.80	22.39	22.04
Fuel consumption [US gal/h]	3.58	3.96	3.92	0.61	6.61	6.52	0.44	0.58	1.02	1.01	0.91	0.89
CO [g/h]	250.32	277.12	274.17	42.50	462.00	455.73	30.71	40.71	71.12	70.88	63.27	62.03
NOx [g/h]	48.70	53.92	53.34	8.27	89.89	88.67	5.97	7.92	13.84	13.79	12.31	12.07
VOC [g/h]	58.01	64.23	63.54	9.85	107.07	105.62	7.12	9.44	16.48	16.43	14.66	14.38

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.614	2.582	2.389	2.342
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	550	550	625
d_b, Bicycle Delay [s]	18.23	21.03	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	1.945	2.002	1.683	1.635
Bicycle LOS	A	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	28.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.360

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	250.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	275.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	8	80	63	52	242	19	12	111	25	79	48	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	83	10	0	53	0	0	0	0	213	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	22	0	0	6	0	0	8	0	0	9
Total Hourly Volume [veh/h]	10	180	64	63	346	17	15	134	22	309	58	25
Peak Hour Factor	0.9406	0.9406	0.9406	0.8054	0.8054	0.8054	0.9545	0.9545	0.9545	0.8708	0.8708	0.8708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	48	17	20	107	5	4	35	6	89	17	7
Total Analysis Volume [veh/h]	11	191	68	78	430	21	16	140	23	355	67	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	26	0	6	26	0	26	22	0	30	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	10	30	0	20	26	0	24	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	40	40	5	44	44	2	10	10	19	28	28
g / C, Green / Cycle	0.01	0.44	0.44	0.06	0.48	0.48	0.02	0.11	0.11	0.21	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.07	0.04	0.12	0.01	0.01	0.04	0.01	0.20	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1736	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	25	839	766	101	1749	781	35	399	178	389	1105	493
d1, Uniform Delay [s]	44.04	15.09	15.14	41.94	13.63	12.17	43.64	37.06	36.14	34.52	22.12	22.10
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.15	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.78	0.40	0.46	11.89	0.34	0.06	8.75	0.53	0.32	11.27	0.02	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.16	0.17	0.77	0.25	0.03	0.45	0.35	0.13	0.91	0.06	0.06
d, Delay for Lane Group [s/veh]	55.81	15.49	15.60	53.83	13.96	12.23	52.40	37.58	36.46	45.79	22.14	22.15
Lane Group LOS	E	B	B	D	B	B	D	D	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.32	1.67	1.61	1.97	2.36	0.21	0.42	1.39	0.45	8.31	0.47	0.41
50th-Percentile Queue Length [ft/ln]	8.06	41.69	40.25	49.16	58.96	5.31	10.61	34.76	11.30	207.80	11.86	10.35
95th-Percentile Queue Length [veh/ln]	0.58	3.00	2.90	3.54	4.24	0.38	0.76	2.50	0.81	13.04	0.85	0.75
95th-Percentile Queue Length [ft/ln]	14.51	75.04	72.45	88.50	106.12	9.56	19.10	62.56	20.35	326.01	21.35	18.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.81	15.52	15.60	53.83	13.96	12.23	52.40	37.58	36.46	45.79	22.14	22.15
Movement LOS	E	B	B	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	17.18			19.77			38.76			40.76		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	28.29											
Intersection LOS	C											
Intersection V/C	0.360											

Emissions

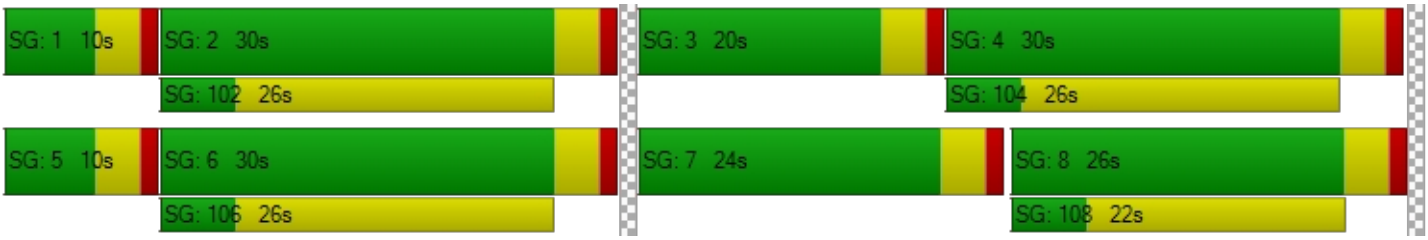
Vehicle Miles Traveled [mph]	5.52	66.47	63.59	38.76	213.70	10.44	2.67	23.37	3.84	152.81	28.84	12.48
Stops [stops/h]	12.90	66.70	64.40	78.66	188.66	8.49	16.98	111.22	18.08	332.49	37.95	16.57
Fuel consumption [US gal/h]	0.42	3.52	3.38	3.16	10.89	0.52	0.47	3.25	0.53	12.68	1.76	0.76
CO [g/h]	29.61	246.20	235.97	220.97	761.41	36.04	33.08	227.48	36.84	886.32	123.18	53.45
NOx [g/h]	5.76	47.90	45.91	42.99	148.14	7.01	6.44	44.26	7.17	172.45	23.97	10.40
VOC [g/h]	6.86	57.06	54.69	51.21	176.46	8.35	7.67	52.72	8.54	205.41	28.55	12.39

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.549	2.653	2.537	2.654
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	489	578
d_b, Bicycle Delay [s]	22.76	22.76	25.69	22.76
l_b,int, Bicycle LOS Score for Intersection	1.801	2.001	1.714	1.939
Bicycle LOS	A	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	91.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.954

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	266	49	92	354	167	236	690	36	73	460	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	380	0	139	352	44	51	0	0	0	0	70
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	62	0	0	11	0	0	32
Total Hourly Volume [veh/h]	63	702	44	250	780	184	337	835	33	88	557	97
Peak Hour Factor	0.8368	0.8368	0.8368	0.8264	0.8264	0.8264	0.8504	0.8504	0.8504	0.8966	0.8966	0.8966
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	210	13	76	236	56	99	245	10	25	155	27
Total Analysis Volume [veh/h]	75	839	53	303	944	223	396	982	39	98	621	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	36	0	17	48	0	19	35	0	6	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	44	0	16	51	0	24	39	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	40	40	12	47	47	20	35	35	7	22	22
g / C, Green / Cycle	0.05	0.36	0.36	0.11	0.43	0.43	0.18	0.32	0.32	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.24	0.24	0.17	0.50	0.14	0.22	0.27	0.27	0.05	0.20	0.20
s, saturation flow rate [veh/h]	1810	1900	1861	1810	1900	1615	1810	1900	1875	1810	1900	1803
c, Capacity [veh/h]	82	691	677	197	812	690	329	605	596	115	380	361
d1, Uniform Delay [s]	52.28	29.20	29.20	49.00	31.50	20.93	45.00	35.03	35.07	50.98	43.82	43.83
k, delay calibration	0.23	0.50	0.50	0.48	0.50	0.50	0.50	0.35	0.35	0.23	0.42	0.42
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	46.98	4.74	4.84	263.48	86.66	1.24	116.97	10.07	10.39	29.23	38.61	40.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.65	0.65	1.53	1.16	0.32	1.20	0.85	0.85	0.85	0.98	0.98
d, Delay for Lane Group [s/veh]	99.26	33.94	34.04	312.48	118.16	22.17	161.97	45.10	45.46	80.21	82.44	83.86
Lane Group LOS	F	C	C	F	F	C	F	D	D	F	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.08	10.29	10.10	19.69	39.29	3.84	19.49	14.15	14.06	3.58	14.00	13.45
50th-Percentile Queue Length [ft/ln]	76.91	257.30	252.42	492.24	982.35	96.08	487.29	353.84	351.60	89.43	350.10	336.14
95th-Percentile Queue Length [veh/ln]	5.54	15.55	15.31	31.17	55.15	6.92	29.24	20.32	20.21	6.44	20.14	19.46
95th-Percentile Queue Length [ft/ln]	138.44	388.84	382.70	779.33	1378.70	172.94	731.06	508.08	505.35	160.97	503.53	486.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	99.26	33.99	34.04	312.48	118.16	22.17	161.97	45.27	45.46	80.21	83.00	83.86
Movement LOS	F	C	C	F	F	C	F	D	D	F	F	F
d_A, Approach Delay [s/veh]	39.05			143.65			77.89			82.78		
Approach LOS	D			F			E			F		
d_I, Intersection Delay [s/veh]	91.38											
Intersection LOS	F											
Intersection V/C	0.954											

Emissions

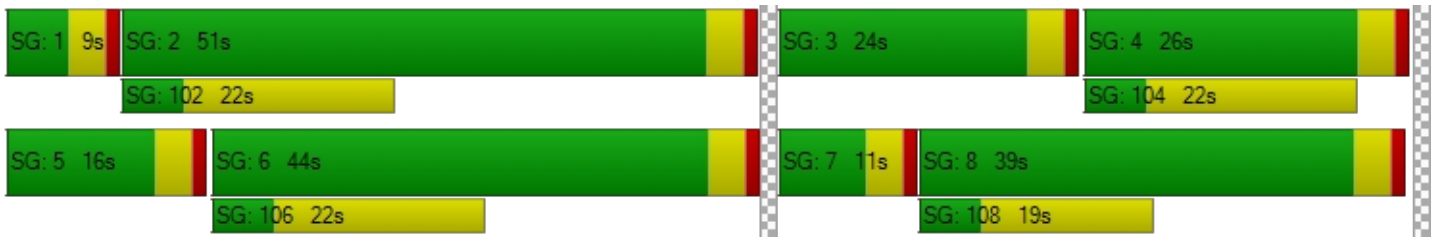
Vehicle Miles Traveled [mph]	5.37	32.29	31.62	87.63	273.00	64.49	36.71	47.57	47.07	11.62	44.34	42.13
Stops [stops/h]	100.68	336.84	330.45	644.38	1285.99	125.77	637.91	463.20	460.27	117.07	458.32	440.04
Fuel consumption [US gal/h]	2.95	8.41	8.25	30.28	48.04	4.78	19.25	10.01	9.95	2.92	11.41	10.98
CO [g/h]	206.26	587.69	576.63	2116.51	3358.15	334.16	1345.35	699.52	695.68	204.31	797.35	767.20
NOx [g/h]	40.13	114.34	112.19	411.80	653.37	65.02	261.76	136.10	135.35	39.75	155.13	149.27
VOC [g/h]	47.80	136.20	133.64	490.52	778.28	77.44	311.80	162.12	161.23	47.35	184.79	177.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.922	3.250	2.875	2.860
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	727	855	636	400
d_b, Bicycle Delay [s]	22.27	18.04	25.57	35.20
l_b,int, Bicycle LOS Score for Intersection	2.370	4.087	2.738	2.268
Bicycle LOS	B	D	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.295

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	1	1	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	217	625	722	31	51	151
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	8	0	38
Total Hourly Volume [veh/h]	217	626	723	23	51	113
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	157	181	6	13	28
Total Analysis Volume [veh/h]	217	626	723	23	51	113
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	86	77	0	26	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	30	60	30	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	77	60	60	5	5	5
g / C, Green / Cycle	0.14	0.85	0.66	0.66	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.14	0.01	0.03	0.03	0.03
s, saturation flow rate [veh/h]	1810	5176	5176	1615	1810	1615	1615
c, Capacity [veh/h]	259	4401	3431	1071	110	98	98
d1, Uniform Delay [s]	37.55	1.15	5.94	5.19	40.86	41.14	41.14
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.09	0.07	0.14	0.04	3.03	5.26	5.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.14	0.21	0.02	0.46	0.58	0.58
d, Delay for Lane Group [s/veh]	44.64	1.21	6.08	5.22	43.89	46.40	46.40
Lane Group LOS	D	A	A	A	D	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.91	0.06	1.40	0.12	1.17	1.35	1.35
50th-Percentile Queue Length [ft/ln]	122.87	1.62	34.99	3.10	29.36	33.76	33.76
95th-Percentile Queue Length [veh/ln]	8.55	0.12	2.52	0.22	2.11	2.43	2.43
95th-Percentile Queue Length [ft/ln]	213.77	2.91	62.98	5.57	52.85	60.76	60.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.64	1.21	6.08	5.22	43.89	46.40
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	12.39		6.06		45.62	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	12.80					
Intersection LOS	B					
Intersection V/C	0.295					

Emissions

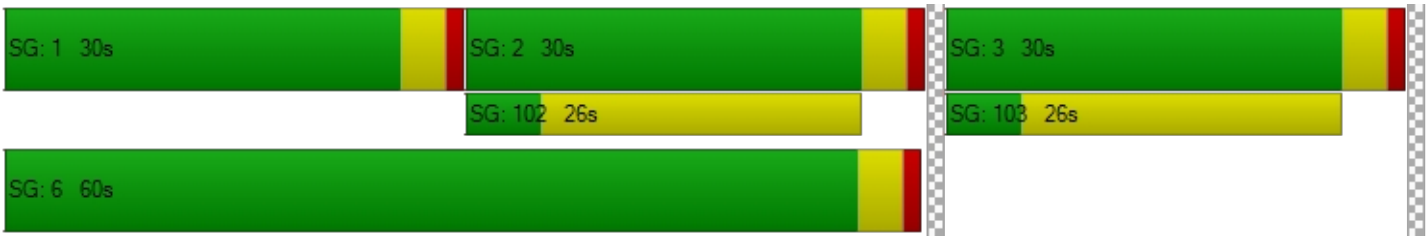
Vehicle Miles Traveled [mph]	33.42	96.40	46.48	1.48	4.01	4.45	4.45
Stops [stops/h]	196.60	7.76	167.96	4.95	46.98	54.01	54.01
Fuel consumption [US gal/h]	5.56	3.56	4.58	0.14	0.88	1.01	1.01
CO [g/h]	388.72	248.53	319.92	9.56	61.53	70.94	70.94
NOx [g/h]	75.63	48.35	62.24	1.86	11.97	13.80	13.80
VOC [g/h]	90.09	57.60	74.14	2.22	14.26	16.44	16.44

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.954	3.000	2.443
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1244	578	578
d_b, Bicycle Delay [s]	6.42	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.023	1.974	1.893
Bicycle LOS	B	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.209

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	151	10	37	72	70	32
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	10	37	72	70	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	3	9	18	18	8
Total Analysis Volume [veh/h]	151	10	37	72	70	32
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	771	665	733	638	809
Degree of Utilization, x	0.21	0.06	0.10	0.11	0.04

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.78	0.18	0.33	0.37	0.12
95th-Percentile Queue Length [ft]	19.60	4.41	8.14	9.21	3.08
Approach Delay [s/veh]	8.90	8.24		8.51	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	8.60				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Signalized	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.361

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	108	3	83	201	54	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.1800	1.1800	1.1800	1.1800	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	37	0	123	85	74	42
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	1	0	0	0	29
Total Hourly Volume [veh/h]	164	3	221	322	138	86
Peak Hour Factor	0.7370	0.7370	0.7820	0.7820	0.8750	0.8750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	1	71	103	39	25
Total Analysis Volume [veh/h]	223	4	283	412	158	98
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	15	0	26	45	7	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	30	49	11	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	12	45	7	7
g / C, Green / Cycle	0.49	0.49	0.19	0.75	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.12	0.00	0.16	0.11	0.09	0.06
s, saturation flow rate [veh/h]	1900	1615	1810	3618	1810	1615
c, Capacity [veh/h]	931	791	351	2715	210	188
d1, Uniform Delay [s]	8.84	7.83	23.11	2.11	25.67	24.94
k, delay calibration	0.50	0.50	0.11	0.50	0.17	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.61	0.01	4.40	0.12	8.29	2.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.01	0.81	0.15	0.75	0.52
d, Delay for Lane Group [s/veh]	9.45	7.84	27.51	2.23	33.97	27.18
Lane Group LOS	A	A	C	A	C	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.40	0.02	3.98	0.34	2.54	1.35
50th-Percentile Queue Length [ft/ln]	34.94	0.56	99.44	8.53	63.38	33.82
95th-Percentile Queue Length [veh/ln]	2.52	0.04	7.16	0.61	4.56	2.43
95th-Percentile Queue Length [ft/ln]	62.89	1.00	179.00	15.35	114.08	60.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.45	7.84	27.51	2.23	33.97	27.18
Movement LOS	A	A	C	A	C	C
d_A, Approach Delay [s/veh]	9.42		12.52		31.37	
Approach LOS	A		B		C	
d_I, Intersection Delay [s/veh]	16.02					
Intersection LOS	B					
Intersection V/C	0.361					

Emissions

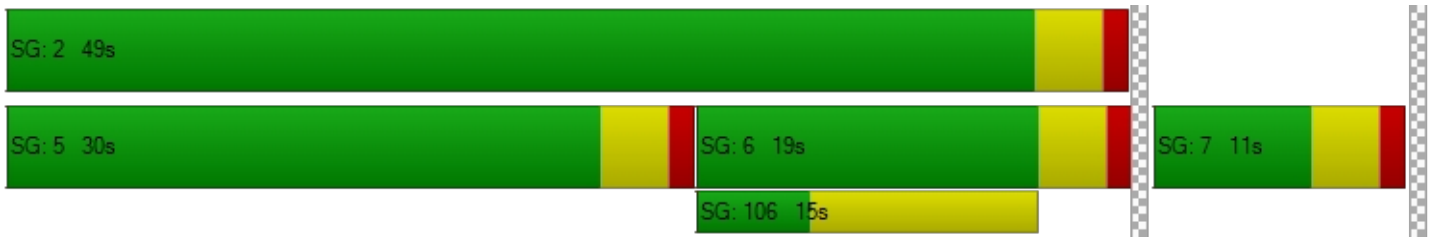
Vehicle Miles Traveled [mph]	41.15	0.74	11.83	17.22	10.02	6.21
Stops [stops/h]	83.86	1.33	238.67	40.94	152.11	81.16
Fuel consumption [US gal/h]	2.88	0.05	3.39	1.12	2.34	1.25
CO [g/h]	201.47	3.37	236.96	78.41	163.91	87.12
NOx [g/h]	39.20	0.66	46.10	15.26	31.89	16.95
VOC [g/h]	46.69	0.78	54.92	18.17	37.99	20.19

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.148
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	1500	233
d_b, Bicycle Delay [s]	16.88	1.88	23.41
l_b,int, Bicycle LOS Score for Intersection	1.936	2.133	1.560
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	0	0	3	0	9	3	0	22	3
Total Analysis Volume [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.46	0.00	0.00	8.60	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.94	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.46			8.60			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.27											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	23	23	0	6	3	6	3	36	13	14
Total Analysis Volume [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.08	0.20	0.00	0.02	0.01	0.00	0.00	0.09	0.00	0.00
d_M, Delay for Movement [s/veh]	12.81	13.46	9.05	15.12	14.64	10.62	7.42	0.00	0.00	7.49	0.00	0.00
Movement LOS	B	B	A	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.47	0.47	0.47	0.86	0.86	0.86	0.02	0.00	0.00	0.30	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.77	11.77	11.77	21.56	21.56	21.56	0.61	0.00	0.00	7.40	0.00	0.00
d_A, Approach Delay [s/veh]	9.89			14.14			1.89			4.32		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	7.48											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	842	874	0	0	64
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	842	874	0	0	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	211	219	0	0	16
Total Analysis Volume [veh/h]	0	842	874	0	0	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.13
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.46
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.45
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	11.19
d_A, Approach Delay [s/veh]	0.00		0.00		13.46	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	145	0	0	141	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	0	0	141	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	0	35	0	4
Total Analysis Volume [veh/h]	145	0	0	141	0	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.04
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.35
d_A, Approach Delay [s/veh]	0.00		0.00		9.04	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.116

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	676	689	18	0	65
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	676	689	18	0	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	169	172	5	0	16
Total Analysis Volume [veh/h]	0	676	689	18	0	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.26
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	9.77
d_A, Approach Delay [s/veh]	0.00		0.00		12.26	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.55					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.172

Intersection Setup

Name	Perris Blvd			Perris Blvd			Commercial Driveway 8					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Commercial Driveway 8					
Base Volume Input [veh/h]	0	0	14	0	1	0	0	0	0	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	583	0	0	656	62	0	0	52	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	583	14	0	657	62	0	0	52	0	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	146	4	0	164	16	0	0	13	0	0	4
Total Analysis Volume [veh/h]	93	583	14	0	657	62	0	0	52	0	0	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.09	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	13.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.90	0.00	0.00	11.17
Movement LOS	B	A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.08
95th-Percentile Queue Length [ft/ln]	15.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.44	0.00	0.00	2.05
d_A, Approach Delay [s/veh]	1.76			0.00			11.90			11.17		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.36											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Signalized	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.441

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	95	0	26	27	490	0	2	394	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.1800	1.0000	1.1800	1.1800	1.1800	1.0000	1.0000	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	116	21	0	8	22	301	6	125	111	22
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	29	0	0	10	0	0	2	0	0	15
Total Hourly Volume [veh/h]	13	0	87	133	0	29	54	879	4	127	576	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9141	0.9141	0.9141	0.8277	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	22	33	0	7	15	240	1	38	174	14
Total Analysis Volume [veh/h]	13	0	87	133	0	29	59	962	4	153	696	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	19	0	0	19	0	10	19	0	10	19	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	27	0	0	27	0	13	34	0	19	40	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	36	36	36	36	36	36	36	36
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	2	12	12	4	14	14
g / C, Green / Cycle	0.22	0.22	0.06	0.33	0.33	0.11	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.06	0.10	0.03	0.25	0.25	0.08	0.20	0.20
s, saturation flow rate [veh/h]	1631	1585	1810	1900	1897	1810	1900	1851
c, Capacity [veh/h]	476	534	113	635	634	203	729	710
d1, Uniform Delay [s]	11.67	12.02	16.49	10.80	10.80	15.63	8.62	8.62
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	0.32	3.67	1.92	1.92	5.57	0.58	0.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.30	0.52	0.76	0.76	0.75	0.52	0.52
d, Delay for Lane Group [s/veh]	11.88	12.34	20.16	12.71	12.72	21.21	9.20	9.22
Lane Group LOS	B	B	C	B	B	C	A	A
Critical Lane Group	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.55	0.92	0.47	2.37	2.37	1.21	1.38	1.34
50th-Percentile Queue Length [ft/ln]	13.84	23.08	11.83	59.27	59.20	30.29	34.38	33.57
95th-Percentile Queue Length [veh/ln]	1.00	1.66	0.85	4.27	4.26	2.18	2.48	2.42
95th-Percentile Queue Length [ft/ln]	24.91	41.54	21.29	106.69	106.56	54.52	61.88	60.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.88	11.88	11.88	12.34	12.34	12.34	20.16	12.72	12.72	21.21	9.21	9.22
Movement LOS	B	B	B	B	B	B	C	B	B	C	A	A
d_A, Approach Delay [s/veh]	11.88			12.34			13.14			11.24		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	12.24											
Intersection LOS	B											
Intersection V/C	0.441											

Emissions

Vehicle Miles Traveled [mph]	2.36	3.83	5.40	44.28	44.21	14.77	36.77	35.82
Stops [stops/h]	55.04	91.79	47.05	235.73	235.44	120.47	136.73	133.51
Fuel consumption [US gal/h]	0.64	1.07	1.01	5.70	5.69	2.66	3.67	3.58
CO [g/h]	44.97	74.91	70.76	398.39	397.87	186.24	256.82	250.54
NOx [g/h]	8.75	14.57	13.77	77.51	77.41	36.24	49.97	48.75
VOC [g/h]	10.42	17.36	16.40	92.33	92.21	43.16	59.52	58.07

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.22	10.22	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	1.847	1.827	0.000	0.000
Crosswalk LOS	A	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1270	1270	1657	1989
d_b, Bicycle Delay [s]	2.41	2.41	0.53	0.00
l_b,int, Bicycle LOS Score for Intersection	1.772	1.843	2.407	2.319
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	326	0	0	420
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.1800	1.0000	1.0000	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	317	6	0	132
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	702	6	0	628
Peak Hour Factor	1.0000	1.0000	0.9141	0.9141	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	192	2	0	190
Total Analysis Volume [veh/h]	0	12	768	7	0	759
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.95	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.06	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.49	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.95		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	8	214	23	39	257
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	8	214	23	39	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	54	6	10	64
Total Analysis Volume [veh/h]	22	8	214	23	39	257
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	11.96	9.23	0.00	0.00	7.76	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.09	0.00
95th-Percentile Queue Length [ft/ln]	3.89	3.89	0.00	0.00	2.24	0.00
d_A, Approach Delay [s/veh]	11.24		0.00		1.02	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.14					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	30	362	66	0	111
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	30	362	66	0	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	91	17	0	28
Total Analysis Volume [veh/h]	0	30	362	66	0	111
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.69	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.69		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	3.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name			Frontage Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name			Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	169	0	20	211	0	33
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	8
Total Hourly Volume [veh/h]	169	0	20	211	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	0	5	53	0	6
Total Analysis Volume [veh/h]	169	0	20	211	0	25
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	6	0	0	2	0	4
Auxiliary Signal Groups						
Maximum Green [s]	27	0	0	27	0	25
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	5	0	0	5	0	5
Pedestrian Clearance [s]	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	10	0	0	10	0	5
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall	No			No		No
Maximum Recall	No			No		No
Pedestrian Recall	No			No		No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	50	50	2
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.03
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.02	0.06	0.02
s, saturation flow rate [veh/h]	1900	1900	1236	3618	1615
c, Capacity [veh/h]	1587	1587	1087	3022	51
d1, Uniform Delay [s]	0.85	0.85	1.44	0.86	28.59
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.06	0.03	0.04	7.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.05	0.02	0.07	0.49
d, Delay for Lane Group [s/veh]	0.92	0.92	1.47	0.91	35.79
Lane Group LOS	A	A	A	A	D
Critical Lane Group	No	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.02	0.44
50th-Percentile Queue Length [ft/ln]	0.70	0.70	0.68	0.47	10.97
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	0.03	0.79
95th-Percentile Queue Length [ft/ln]	1.27	1.27	1.22	0.84	19.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.92	0.92	1.47	0.91	0.00	35.79
Movement LOS	A	A	A	A		D
d_A, Approach Delay [s/veh]	0.92		0.96		35.79	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	2.99					
Intersection LOS	A					
Intersection V/C	0.074					

Emissions

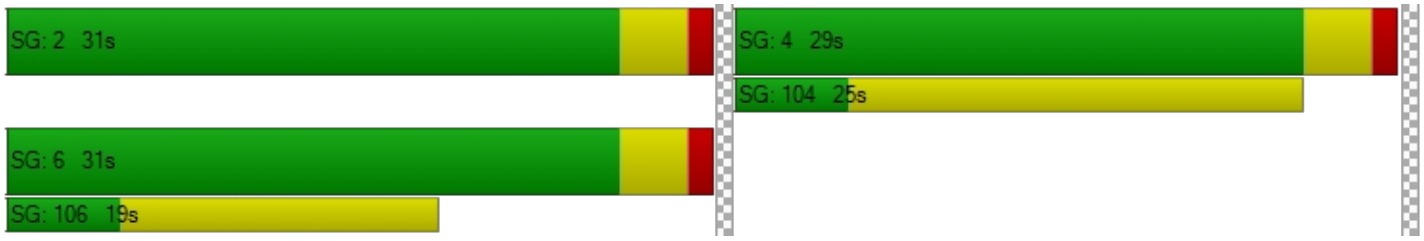
Vehicle Miles Traveled [mph]	7.68	7.68	0.79	8.29	2.24
Stops [stops/h]	1.69	1.69	1.63	2.25	26.34
Fuel consumption [US gal/h]	0.30	0.30	0.05	0.39	0.42
CO [g/h]	20.97	20.97	3.31	27.45	29.35
NOx [g/h]	4.08	4.08	0.64	5.34	5.71
VOC [g/h]	4.86	4.86	0.77	6.36	6.80

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.251	2.365	1.978
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.699	1.750	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	142	10	0	144
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	142	10	0	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	36	3	0	36
Total Analysis Volume [veh/h]	0	10	142	10	0	144
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.73	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.78	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.73		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	7	287	0	8	650
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	7	287	0	8	650
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	72	0	2	163
Total Analysis Volume [veh/h]	10	7	287	0	8	650
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	13.85	9.29	0.00	0.00	7.82	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	2.47	2.47	0.00	0.00	0.47	0.00
d_A, Approach Delay [s/veh]	11.98		0.00		0.10	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frontage Rd		Frontage Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	202	0	5	231	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	0	5	231	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	0	1	58	0	1
Total Analysis Volume [veh/h]	202	0	5	231	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.61	0.00	0.00	8.83
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.27	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.16		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	109	10	0	211	0	60
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	10	0	211	0	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	3	0	53	0	15
Total Analysis Volume [veh/h]	109	10	0	211	0	60
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.83
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	4.78
d_A, Approach Delay [s/veh]	0.00		0.00		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	118	0	7	204	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	0	7	204	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	0	2	51	0	1
Total Analysis Volume [veh/h]	118	0	7	204	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.44	0.00	0.00	8.60
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.36	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.25		8.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	90	4	2	202	18	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	4	2	202	18	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	1	1	51	5	7
Total Analysis Volume [veh/h]	90	4	2	202	18	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	9.84	8.75
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.10	0.00	3.99	3.99
d_A, Approach Delay [s/veh]	0.00		0.07		9.17	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.27					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	7.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	0	1	218	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	0	1	218	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	0	55	0	0
Total Analysis Volume [veh/h]	93	0	1	218	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	0.00	8.53
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.03		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	91	0	7	211	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	0	7	211	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	2	53	0	1
Total Analysis Volume [veh/h]	91	0	7	211	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	0.00	8.53
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.35	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.24		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.164

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	94	0	0	0	0	0	0	91	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.1800	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.1800	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	110	0	0	105	6	8	0	8	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	110	111	0	105	6	8	0	8	107	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	28	28	0	26	2	2	0	2	27	0	0
Total Analysis Volume [veh/h]	8	110	111	0	105	6	8	0	8	107	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.16	0.00	0.00
d_M, Delay for Movement [s/veh]	7.42	0.00	0.00	7.65	0.00	0.00	10.53	0.00	8.88	11.59	11.90	10.15
Movement LOS	A	A	A	A	A	A	B		A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.06	0.00	0.06	0.58	0.58	0.58
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.37	0.00	0.00	0.00	1.57	0.00	1.57	14.57	14.57	14.57
d_A, Approach Delay [s/veh]	0.26			0.00			9.70			11.59		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	3.14											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	114	0	62	75	4	15	0	5	32	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	114	0	62	75	4	15	0	5	32	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	29	0	16	19	1	4	0	1	8	0	4
Total Analysis Volume [veh/h]	4	114	0	62	75	4	15	0	5	32	0	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.03	0.00	0.01	0.05	0.00	0.02
d_M, Delay for Movement [s/veh]	7.35	0.00	0.00	7.52	0.00	0.00	11.29	0.00	8.81	11.39	0.00	9.21
Movement LOS	A	A	A	A	A	A	B		A	B		A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.13	0.00	0.00	0.09	0.00	0.09	0.23	0.00	0.23
95th-Percentile Queue Length [ft/ln]	0.17	0.17	0.17	3.26	0.00	0.00	2.36	0.00	2.36	5.65	0.00	5.65
d_A, Approach Delay [s/veh]	0.25			3.31			10.67			10.67		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.74											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	0	4	208	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	0	4	208	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	1	52	0	1
Total Analysis Volume [veh/h]	89	0	4	208	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	0.00	8.53
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.20	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.14		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	77	2	0	208	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	2	0	208	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	1	0	52	0	3
Total Analysis Volume [veh/h]	77	2	0	208	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.54
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.96
d_A, Approach Delay [s/veh]	0.00		0.00		8.54	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	5	10	113	111	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	10	113	111	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	3	28	28	1
Total Analysis Volume [veh/h]	5	5	10	113	111	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.90	8.86	7.43	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.91	0.91	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	9.38		0.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	A					

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Harvest Landing

Vistro File: C:\...\Harvest Landing_GP-LAPTOP-V5EALSKJ.vistro
Report File: C:\...\GP PP AM.pdf

Scenario 3 GP PP AM
10/14/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	1.563	358.2	F
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	SB Left	1.394	331.2	F
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.807	41.1	D
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	SB Right	1.181	159.3	F
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	NB Thru	1.020	115.7	F
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	EB Left	0.821	33.9	C
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	NB Left	0.668	44.8	D
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.655	33.5	C
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	WB Left	0.675	33.3	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	NB Right	1.320	87.5	F
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	EB Left	0.787	43.2	D
12	Placentia Ave/Barrett Ave	Signalized	HCM 7th Edition	EB Left	0.630	33.6	C
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	NB Left	0.734	52.4	D
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	NB Left	0.898	44.0	D
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	WB Right	0.519	24.6	C
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	WB Left	0.520	18.1	B
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.819	59.6	E

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.780	54.9	D
19	Orange Ave/Barrett Ave	Signalized	HCM 7th Edition	EB Left	0.453	15.9	B
20	Orange Ave/Indian Ave	Signalized	HCM 7th Edition	EB Left	0.523	15.5	B
21	Orange Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.770	135.1	F
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Left	1.355	98.9	F
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Left	0.854	61.1	E
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	WB Thru	0.795	60.9	E
25	Nuevo Rd/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.811	66.6	E
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	EB Left	0.902	75.3	E
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	0.981	31.9	D
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	NB Right	1.126	101.4	F
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	EB Right	0.525	17.8	B
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	1.035	48.8	E
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.638	12.4	B
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	EB Left	1.108	135.8	F
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.671	49.0	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.326	25.7	C
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	EB Left	0.348	22.5	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Left	0.865	67.6	E
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	NB Left	0.238	10.2	B
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	WB Left	0.195	8.4	A

39	Barrett Ave/I-215 Frontage Road	Signalized	HCM 7th Edition	SB Left	0.382	15.1	B
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Right	0.009	8.5	A
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Left	0.114	12.7	B
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.078	12.1	B
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition	WB Right	0.011	8.6	A
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.073	11.4	B
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	NB Left	0.126	11.9	B
46	Commercial Driveway 9/Orange Ave	Signalized	HCM 7th Edition	WB Left	0.280	10.5	B
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.011	9.8	A
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.027	13.2	B
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.017	8.9	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition	WB Right	0.083	3.2	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.005	8.9	A
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.020	19.9	C
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	9.1	A
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.034	9.1	A
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.9	A
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.013	10.3	B
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	SB Left	0.001	7.7	A
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.003	8.9	A
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.084	10.6	B

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.035	10.9	B
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.9	A
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.008	8.9	A
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.004	9.8	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	358.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.563

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	1192	1825	403	274	2268	300	50	415	116	452	1336	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	12	12	0	31	0	0	0	13	20	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	104	0	0	75	0	0	32	0	0	44
Total Hourly Volume [veh/h]	1196	1837	311	274	2299	225	50	415	97	472	1336	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	299	459	78	69	575	56	13	104	24	118	334	33
Total Analysis Volume [veh/h]	1196	1837	311	274	2299	225	50	415	97	472	1336	131
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	22	0	14	25	0	5	35	0	13	43	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	36	47	0	18	29	0	9	39	0	16	46	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	32	43	43	14	25	25	4	35	35	12	43	43
g / C, Green / Cycle	0.27	0.36	0.36	0.12	0.21	0.21	0.04	0.29	0.29	0.10	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.66	0.35	0.19	0.15	0.46	0.48	0.03	0.14	0.14	0.26	0.39	0.40
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1817	1810	1900	1778	1810	1900	1842
c, Capacity [veh/h]	483	1862	581	211	759	381	65	551	516	181	673	652
d1, Uniform Delay [s]	44.00	38.12	30.46	53.00	47.41	47.41	57.33	35.09	35.15	54.00	38.75	38.75
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	671.54	17.90	3.51	164.35	537.98	579.67	16.80	0.64	0.70	739.58	61.89	74.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.48	0.99	0.54	1.30	2.19	2.27	0.77	0.48	0.48	2.61	1.09	1.12
d, Delay for Lane Group [s/veh]	715.54	56.02	33.96	217.35	585.39	627.08	74.13	35.73	35.85	793.58	100.65	113.39
Lane Group LOS	F	E	C	F	F	F	E	D	D	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	103.75	19.98	7.42	15.82	67.66	72.36	1.77	6.23	5.91	42.49	30.26	31.64
50th-Percentile Queue Length [ft/ln]	2593.79	499.41	185.50	395.57	1691.38	1809.02	44.35	155.69	147.82	1062.24	756.41	791.00
95th-Percentile Queue Length [veh/ln]	163.42	27.31	11.89	24.71	105.88	113.19	3.19	10.32	9.90	66.07	41.68	44.21
95th-Percentile Queue Length [ft/ln]	4085.51	682.66	297.18	617.71	2646.95	2829.63	79.82	258.00	247.52	1651.72	1041.99	1105.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	715.54	56.02	33.96	217.35	597.00	627.08	74.13	35.77	35.85	793.58	106.39	113.39
Movement LOS	F	E	C	F	F	F	E	D	D	F	F	F
d_A, Approach Delay [s/veh]	289.85			562.24			39.20			274.14		
Approach LOS	F			F			D			F		
d_I, Intersection Delay [s/veh]	358.21											
Intersection LOS	F											
Intersection V/C	1.563											

Emissions

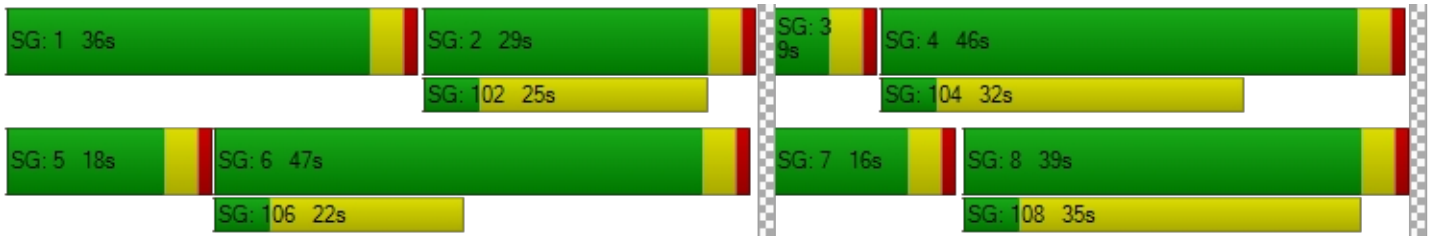
Vehicle Miles Traveled [mph]	599.25	920.42	155.83	17.07	103.35	53.89	3.49	18.37	17.38	31.04	48.25	48.23
Stops [stops/h]	3112.55	1797.89	222.60	474.69	4059.31	2170.83	53.22	186.82	177.38	1274.68	907.69	949.20
Fuel consumption [US gal/h]	233.35	74.84	10.26	18.60	251.60	139.20	1.54	4.86	4.62	93.12	27.96	30.37
CO [g/h]	16311.2	5231.56	717.07	1300.42	17586.6	9729.82	107.33	340.04	322.78	6508.98	1954.69	2123.10
NOx [g/h]	3173.58	1017.87	139.52	253.02	3421.72	1893.07	20.88	66.16	62.80	1266.41	380.31	413.08
VOC [g/h]	3780.29	1212.46	166.19	301.39	4075.87	2254.98	24.88	78.81	74.81	1508.52	453.02	492.05

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	4.049	3.747	3.363	3.281
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	417	583	700
d_b, Bicycle Delay [s]	24.70	37.60	30.10	25.35
l_b,int, Bicycle LOS Score for Intersection	3.456	3.140	2.050	3.196
Bicycle LOS	C	C	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	331.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.394

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	114	2201	215	160	2612	32	1188	879	978	310	199	272
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	28	9	0	63	0	0	0	18	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	56	0	0	8	0	0	249	0	0	68
Total Hourly Volume [veh/h]	122	2229	168	160	2675	24	1188	879	747	323	199	204
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	557	42	40	669	6	297	220	187	81	50	51
Total Analysis Volume [veh/h]	122	2229	168	160	2675	24	1188	879	747	323	199	204
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	22	0	11	19	0	0	29	0	0	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	35	0	10	36	0	0	42	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	31	31	6	32	32	43	43	43	24	24	24
g / C, Green / Cycle	0.04	0.26	0.26	0.05	0.27	0.27	0.36	0.36	0.36	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.07	0.44	0.45	0.09	0.49	0.49	0.66	0.46	0.46	0.18	0.10	0.13
s, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1891	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	75	940	477	90	970	507	646	678	576	362	380	323
d1, Uniform Delay [s]	57.50	44.40	44.40	57.00	43.90	43.90	38.59	38.59	38.59	46.75	42.90	43.96
k, delay calibration	0.11	0.50	0.50	0.36	0.50	0.50	0.50	0.50	0.50	0.21	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	291.56	311.14	329.55	375.78	374.70	381.73	384.06	144.24	145.88	13.57	1.12	2.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.62	1.68	1.71	1.77	1.82	1.83	1.84	1.30	1.30	0.89	0.52	0.63
d, Delay for Lane Group [s/veh]	349.06	355.54	373.96	432.78	418.60	425.64	422.66	182.83	184.47	60.32	44.02	46.00
Lane Group LOS	F	F	F	F	F	F	F	F	F	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.34	54.06	57.23	12.12	64.33	68.26	87.02	46.21	39.54	10.54	5.30	5.63
50th-Percentile Queue Length [ft/ln]	208.48	1351.47	1430.80	303.01	1608.32	1706.54	2175.50	1155.30	988.54	263.44	132.61	140.77
95th-Percentile Queue Length [veh/ln]	14.48	83.52	88.45	20.22	100.20	106.00	136.39	67.31	58.36	15.86	9.08	9.52
95th-Percentile Queue Length [ft/ln]	361.89	2087.95	2211.26	505.55	2505.00	2649.96	3409.77	1682.80	1459.10	396.53	227.04	238.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	349.06	360.90	373.96	432.78	420.98	425.64	422.66	182.83	184.47	60.32	44.02	46.00
Movement LOS	F	F	F	F	F	F	F	F	F	E	D	D
d_A, Approach Delay [s/veh]	361.19			421.68			284.52			51.83		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	331.21											
Intersection LOS	F											
Intersection V/C	1.394											

Emissions

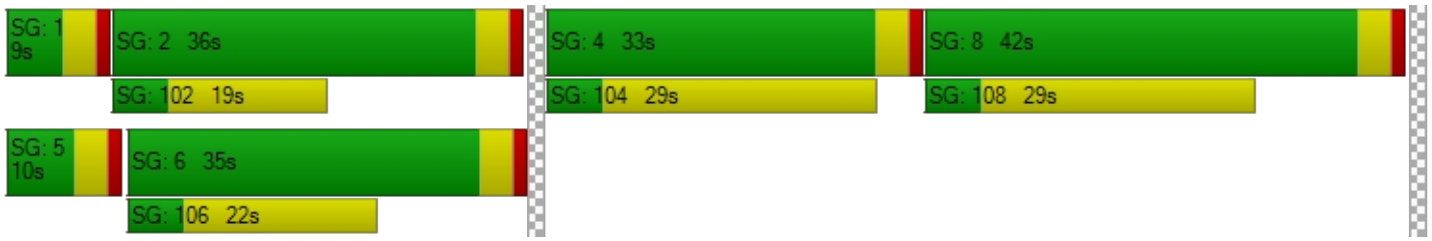
Vehicle Miles Traveled [mph]	200.71	2600.62	1342.80	80.17	886.76	465.56	99.24	73.43	62.40	38.41	23.66	24.26
Stops [stops/h]	250.17	3243.53	1716.97	363.62	3859.98	2047.85	2610.60	1386.35	1186.25	316.13	159.14	168.93
Fuel consumption [US gal/h]	18.65	243.82	129.48	21.36	229.12	121.89	131.36	48.95	41.93	8.45	4.19	4.44
CO [g/h]	1303.95	17042.9	9050.42	1492.86	16015.3	8519.78	9181.89	3421.45	2930.56	590.36	293.11	310.20
NOx [g/h]	253.70	3315.95	1760.88	290.46	3116.00	1657.64	1786.46	665.69	570.18	114.86	57.03	60.35
VOC [g/h]	302.20	3949.88	2097.52	345.98	3711.71	1974.54	2127.99	792.95	679.19	136.82	67.93	71.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	4.061	3.990	3.611	2.947
Crosswalk LOS	D	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	517	533	633	483
d_b, Bicycle Delay [s]	33.00	32.27	28.02	34.50
l_b,int, Bicycle LOS Score for Intersection	2.976	3.136	6.614	2.870
Bicycle LOS	C	C	F	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	41.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	181	2251	0	137	2070	366	305	153	74	0	276	336
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	44	4	0	94	0	0	0	13	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	92	0	0	22	0	0	84
Total Hourly Volume [veh/h]	185	2295	3	137	2164	274	305	153	65	13	276	252
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	574	1	34	541	69	76	38	16	3	69	63
Total Analysis Volume [veh/h]	185	2295	3	137	2164	274	305	153	65	13	276	252
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	5	35	0	15	48	0	5	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	9	39	0	21	52	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	52	52	5	51	51	17	35	35	2	20	20
g / C, Green / Cycle	0.05	0.47	0.47	0.05	0.46	0.46	0.15	0.32	0.32	0.02	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.05	0.44	0.00	0.04	0.42	0.17	0.17	0.04	0.04	0.00	0.05	0.16
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	192	2445	763	160	2398	748	280	1162	519	54	942	294
d1, Uniform Delay [s]	51.90	27.50	15.33	52.15	27.22	19.07	46.50	26.46	26.40	53.52	38.87	43.60
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.48	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	22.86	8.57	0.01	12.31	6.09	1.38	79.17	0.05	0.11	2.26	0.17	7.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.94	0.00	0.86	0.90	0.37	1.09	0.13	0.13	0.24	0.29	0.86
d, Delay for Lane Group [s/veh]	74.76	36.07	15.34	64.45	33.30	20.45	125.67	26.51	26.51	55.78	39.04	50.74
Lane Group LOS	E	D	B	E	C	C	F	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.08	19.18	0.04	2.10	17.24	4.52	13.52	1.38	1.18	0.19	2.10	6.99
50th-Percentile Queue Length [ft/ln]	77.03	479.46	0.99	52.45	431.05	112.93	337.90	34.51	29.48	4.75	52.46	174.63
95th-Percentile Queue Length [veh/ln]	5.55	26.36	0.07	3.78	24.05	8.00	20.36	2.48	2.12	0.34	3.78	11.32
95th-Percentile Queue Length [ft/ln]	138.66	659.01	1.78	94.41	601.30	200.07	509.07	62.12	53.06	8.55	94.43	282.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	74.76	36.07	15.34	64.45	33.30	20.45	125.67	26.51	26.51	55.78	39.04	50.74
Movement LOS	E	D	B	E	C	C	F	C	C	E	D	D
d_A, Approach Delay [s/veh]	38.93			33.59			84.34			44.89		
Approach LOS	D			C			F			D		
d_I, Intersection Delay [s/veh]	41.09											
Intersection LOS	D											
Intersection V/C	0.807											

Emissions

Vehicle Miles Traveled [mph]	69.01	856.13	1.12	225.39	3560.10	450.77	45.63	22.89	9.72	1.58	33.53	30.61
Stops [stops/h]	201.69	1882.96	1.30	137.32	1692.87	147.84	442.34	90.36	38.59	12.44	206.04	228.60
Fuel consumption [US gal/h]	7.69	69.60	0.06	11.23	157.75	18.43	14.86	2.73	1.16	0.36	5.90	6.49
CO [g/h]	537.35	4865.29	4.46	784.96	11026.3	1288.26	1038.91	191.07	81.35	24.91	412.66	453.90
NOx [g/h]	104.55	946.61	0.87	152.72	2145.33	250.65	202.14	37.18	15.83	4.85	80.29	88.31
VOC [g/h]	124.54	1127.58	1.03	181.92	2555.47	298.57	240.78	44.28	18.85	5.77	95.64	105.20

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.633	3.902	2.923	3.129
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	636	873	655
d_b, Bicycle Delay [s]	24.89	25.57	17.47	24.89
l_b,int, Bicycle LOS Score for Intersection	2.926	3.026	2.009	1.903
Bicycle LOS	C	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	159.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.181

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	862	2475	56	45	2097	797	136	36	253	16	97	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	51	4	0	120	0	0	0	13	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	199	0	0	67	0	0	2
Total Hourly Volume [veh/h]	866	2526	45	45	2217	598	136	36	199	29	97	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	217	632	11	11	554	150	34	9	50	7	24	2
Total Analysis Volume [veh/h]	866	2526	45	45	2217	598	136	36	199	29	97	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	22	0	8	22	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	44	40	0	35	31	0	12	36	0	9	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	80	80	4	44	44	8	17	17	3	12	12
g / C, Green / Cycle	0.33	0.67	0.67	0.03	0.37	0.37	0.07	0.14	0.14	0.03	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.48	0.70	0.03	0.02	0.51	0.56	0.08	0.02	0.12	0.02	0.03	0.03
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1713	1810	1900	1615	1810	1900	1856
c, Capacity [veh/h]	603	2408	1075	60	1323	626	121	269	229	47	192	187
d1, Uniform Delay [s]	40.00	20.06	6.90	57.50	38.06	38.06	56.00	45.05	50.40	57.86	49.86	49.89
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.42	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	205.47	32.79	0.07	16.52	184.34	250.58	113.67	0.22	9.69	12.58	0.75	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.44	1.05	0.04	0.75	1.40	1.54	1.13	0.13	0.87	0.62	0.27	0.28
d, Delay for Lane Group [s/veh]	245.47	52.85	6.97	74.02	222.40	288.64	169.67	45.27	60.09	70.44	50.62	50.68
Lane Group LOS	F	F	A	E	F	F	F	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	51.31	38.20	0.37	1.60	52.20	60.94	7.43	0.95	6.40	1.03	1.48	1.47
50th-Percentile Queue Length [ft/ln]	1282.64	955.00	9.30	40.00	1304.91	1523.50	185.70	23.81	160.09	25.73	37.02	36.84
95th-Percentile Queue Length [veh/ln]	77.08	50.44	0.67	2.88	77.96	93.24	12.36	1.71	10.55	1.85	2.67	2.65
95th-Percentile Queue Length [ft/ln]	1927.10	1261.04	16.73	72.00	1949.11	2330.95	308.99	42.86	263.84	46.31	66.63	66.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	245.47	52.85	6.97	74.02	233.34	288.64	169.67	45.27	60.09	70.44	50.65	50.68
Movement LOS	F	F	A	E	F	F	F	D	E	E	D	D
d_A, Approach Delay [s/veh]	100.78			242.39			98.82			54.96		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	159.33											
Intersection LOS	F											
Intersection V/C	1.181											

Emissions

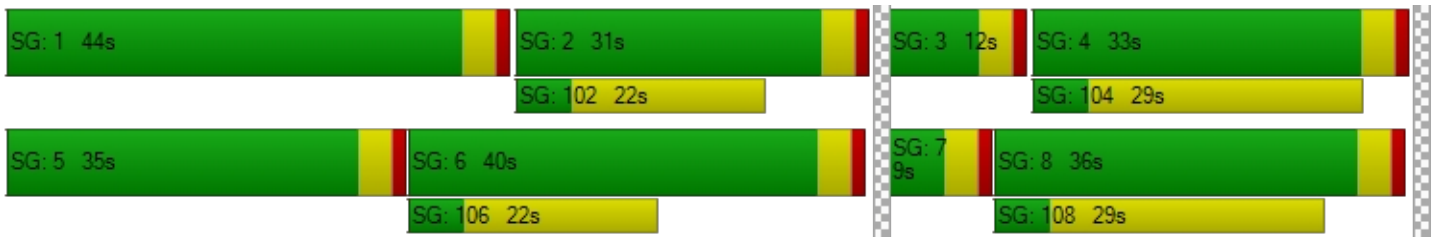
Vehicle Miles Traveled [mph]	435.97	1271.66	22.65	16.79	690.55	359.57	7.49	1.98	10.96	1.93	3.47	3.45
Stops [stops/h]	1539.17	2292.00	11.16	48.00	3131.77	1828.20	222.84	28.57	192.11	30.87	44.42	44.21
Fuel consumption [US gal/h]	77.33	99.25	0.98	1.85	146.37	91.66	6.66	0.62	4.30	0.72	1.00	1.00
CO [g/h]	5405.43	6937.74	68.44	129.31	10231.4	6407.11	465.27	43.48	300.26	50.42	70.14	69.79
NOx [g/h]	1051.70	1349.83	13.32	25.16	1990.66	1246.59	90.53	8.46	58.42	9.81	13.65	13.58
VOC [g/h]	1252.76	1607.89	15.86	29.97	2371.23	1484.91	107.83	10.08	69.59	11.69	16.26	16.17

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.877	4.089	2.910	2.381
Crosswalk LOS	D	D	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	450	533	483
d_b, Bicycle Delay [s]	29.40	36.04	32.27	34.50
l_b,int, Bicycle LOS Score for Intersection	4.408	3.242	1.921	1.671
Bicycle LOS	E	C	A	A

Sequence

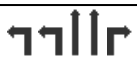
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	115.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.020

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	320	1646	127	190	1283	822	759	828	84	116	1365	176
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	12	0	145	0	0	8	0	23	18	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	35	0	0	206	0	0	21	0	0	44
Total Hourly Volume [veh/h]	320	1705	104	190	1428	616	759	836	63	139	1383	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	426	26	48	357	154	190	209	16	35	346	33
Total Analysis Volume [veh/h]	320	1705	104	190	1428	616	759	836	63	139	1383	132
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	38	0	6	39	0	8	34	0	6	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	47	0	11	44	0	26	52	0	10	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	43	43	7	40	40	22	48	48	6	32	32
g / C, Green / Cycle	0.08	0.36	0.36	0.06	0.33	0.33	0.18	0.40	0.40	0.05	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.47	0.06	0.05	0.39	0.38	0.22	0.16	0.04	0.04	0.28	0.28
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1816
c, Capacity [veh/h]	293	1296	579	205	1206	538	644	2070	646	176	965	484
d1, Uniform Delay [s]	55.00	38.50	26.40	56.25	40.00	40.00	49.00	25.76	22.48	56.38	44.00	44.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.11	0.11	0.49
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	53.86	147.45	0.68	16.14	91.58	85.14	85.01	0.13	0.07	7.74	27.29	52.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.09	1.32	0.18	0.93	1.18	1.14	1.18	0.40	0.10	0.79	1.05	1.05
d, Delay for Lane Group [s/veh]	108.86	185.95	27.08	72.38	131.58	125.14	134.01	25.89	22.54	64.12	71.29	96.95
Lane Group LOS	F	F	C	E	F	F	F	C	C	E	F	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.50	44.55	2.09	3.25	32.21	27.80	16.76	5.34	1.06	2.19	17.09	20.61
50th-Percentile Queue Length [ft/ln]	162.55	1113.77	52.27	81.34	805.29	694.95	418.95	133.38	26.48	54.74	427.26	515.37
95th-Percentile Queue Length [veh/ln]	11.01	65.53	3.76	5.86	46.19	39.72	25.41	9.12	1.91	3.94	24.52	28.85
95th-Percentile Queue Length [ft/ln]	275.28	1638.27	94.08	146.42	1154.67	993.01	635.25	228.08	47.67	98.53	612.89	721.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	108.86	185.95	27.08	72.38	131.58	125.14	134.01	25.89	22.54	64.12	78.24	96.95
Movement LOS	F	F	C	E	F	F	F	C	C	E	E	F
d_A, Approach Delay [s/veh]	166.60			124.77			75.26			78.55		
Approach LOS	F			F			E			E		
d_I, Intersection Delay [s/veh]	115.72											
Intersection LOS	F											
Intersection V/C	1.020											

Emissions

Vehicle Miles Traveled [mph]	158.98	847.06	51.67	95.65	718.90	310.11	189.69	208.93	15.74	15.10	109.50	55.03
Stops [stops/h]	390.11	2673.05	62.72	195.23	1932.69	833.93	1005.48	480.16	31.78	131.37	1025.42	618.44
Fuel consumption [US gal/h]	17.39	126.78	3.12	8.50	86.90	36.68	45.72	20.31	1.41	4.76	37.34	23.32
CO [g/h]	1215.39	8861.64	218.37	594.45	6074.50	2564.18	3195.57	1419.80	98.27	332.64	2609.81	1630.27
NOx [g/h]	236.47	1724.15	42.49	115.66	1181.88	498.90	621.74	276.24	19.12	64.72	507.77	317.19
VOC [g/h]	281.68	2053.77	50.61	137.77	1407.82	594.27	740.60	329.05	22.78	77.09	604.85	377.83

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.488	3.962	3.729	3.443
Crosswalk LOS	C	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	667	800	533
d_b, Bicycle Delay [s]	24.70	26.67	21.60	32.27
l_b,int, Bicycle LOS Score for Intersection	3.345	3.573	2.483	2.494
Bicycle LOS	C	D	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	33.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.821

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	351	1962	8	15	1565	307	128	151	104	18	147	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	71	0	0	168	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	77	0	0	26	0	0	5
Total Hourly Volume [veh/h]	351	2033	6	15	1733	230	128	151	78	18	147	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	508	2	4	433	58	32	38	20	5	37	4
Total Analysis Volume [veh/h]	351	2033	6	15	1733	230	128	151	78	18	147	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	26	0	11	26	0	5	32	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	27	62	0	9	44	0	13	36	0	13	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	82	82	2	61	61	9	18	18	2	11	11
g / C, Green / Cycle	0.19	0.68	0.68	0.02	0.50	0.50	0.08	0.15	0.15	0.02	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.19	0.37	0.37	0.01	0.48	0.14	0.07	0.04	0.05	0.01	0.08	0.01
s, saturation flow rate [veh/h]	1810	3618	1897	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	347	2459	1289	30	1825	815	136	547	244	35	181	154
d1, Uniform Delay [s]	48.50	9.77	9.77	58.51	28.27	17.17	55.25	45.11	45.42	58.29	53.21	49.58
k, delay calibration	0.45	0.50	0.50	0.11	0.50	0.50	0.32	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	48.70	0.87	1.65	12.26	12.09	0.87	48.67	0.27	0.75	11.37	8.36	0.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.01	0.54	0.54	0.50	0.95	0.28	0.94	0.28	0.32	0.52	0.81	0.10
d, Delay for Lane Group [s/veh]	97.20	10.64	11.43	70.78	40.36	18.04	103.92	45.38	46.17	69.66	61.57	49.88
Lane Group LOS	F	B	B	E	D	B	F	D	D	E	E	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	14.72	7.83	8.50	0.55	25.72	3.85	5.65	2.01	2.11	0.65	4.73	0.45
50th-Percentile Queue Length [ft/ln]	368.08	195.63	212.40	13.86	642.88	96.20	141.34	50.13	52.87	16.20	118.29	11.24
95th-Percentile Queue Length [veh/ln]	21.15	12.41	13.28	1.00	34.03	6.93	9.55	3.61	3.81	1.17	8.30	0.81
95th-Percentile Queue Length [ft/ln]	528.83	310.33	331.91	24.95	850.80	173.17	238.82	90.23	95.17	29.15	207.47	20.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	97.20	10.91	11.43	70.78	40.36	18.04	103.92	45.38	46.17	69.66	61.57	49.88
Movement LOS	F	B	B	E	D	B	F	D	D	E	E	D
d_A, Approach Delay [s/veh]	23.58			38.00			66.54			61.34		
Approach LOS	C			D			E			E		
d_I, Intersection Delay [s/veh]	33.91											
Intersection LOS	C											
Intersection V/C	0.821											

Emissions

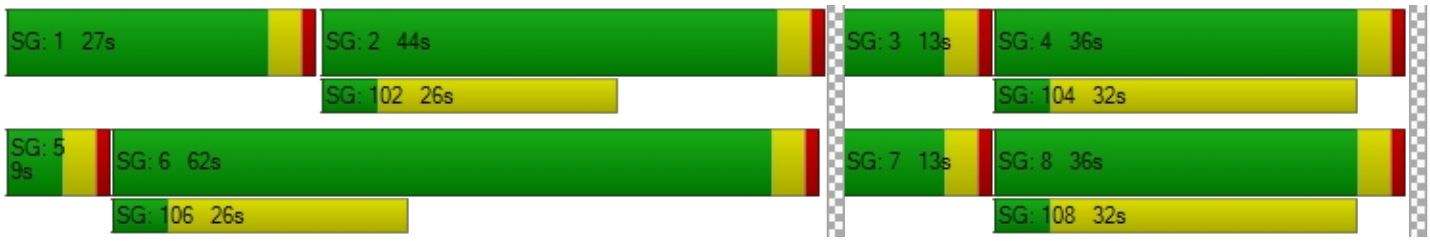
Vehicle Miles Traveled [mph]	68.92	262.58	137.78	7.45	860.97	114.27	64.20	75.73	39.12	4.83	39.42	4.29
Stops [stops/h]	441.70	469.52	254.88	16.64	1542.92	115.45	169.60	120.31	63.45	19.44	141.95	13.49
Fuel consumption [US gal/h]	14.80	17.73	9.52	0.61	58.20	6.19	6.43	5.19	2.70	0.59	4.41	0.43
CO [g/h]	1034.26	1239.60	665.72	42.97	4068.31	432.41	449.38	362.48	188.80	40.91	308.38	29.87
NOx [g/h]	201.23	241.18	129.53	8.36	791.55	84.13	87.43	70.53	36.73	7.96	60.00	5.81
VOC [g/h]	239.70	287.29	154.29	9.96	942.87	100.22	104.15	84.01	43.76	9.48	71.47	6.92

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.499	3.309	2.730	2.543
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	967	667	533	533
d_b, Bicycle Delay [s]	16.02	26.67	32.27	32.27
l_b,int, Bicycle LOS Score for Intersection	2.875	3.255	1.876	1.867
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	44.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	113	579	40	145	584	280	166	600	62	161	929	402
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	0	0	0	18	8	8	8	0	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	10	0	0	75	0	0	18	0	0	101
Total Hourly Volume [veh/h]	130	579	30	145	584	223	174	608	52	161	946	301
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	145	8	36	146	56	44	152	13	40	237	75
Total Analysis Volume [veh/h]	130	579	30	145	584	223	174	608	52	161	946	301
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	26	0	16	28	0	18	59	0	19	60	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	34	34	11	36	36	13	46	46	13	45	45
g / C, Green / Cycle	0.08	0.29	0.29	0.09	0.30	0.30	0.11	0.38	0.38	0.10	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.07	0.11	0.11	0.08	0.15	0.16	0.10	0.18	0.18	0.09	0.34	0.34
s, saturation flow rate [veh/h]	1810	3618	1853	1810	3618	1646	1810	1900	1848	1810	1900	1746
c, Capacity [veh/h]	151	1038	531	172	1080	492	201	721	701	190	709	652
d1, Uniform Delay [s]	54.32	34.33	34.35	53.41	34.83	34.93	52.43	28.03	28.04	52.74	35.66	35.97
k, delay calibration	0.28	0.50	0.50	0.25	0.50	0.50	0.28	0.11	0.11	0.21	0.26	0.27
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	28.55	1.09	2.15	21.79	1.73	3.88	23.15	0.47	0.48	17.34	10.51	13.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.39	0.39	0.84	0.51	0.52	0.86	0.46	0.46	0.85	0.91	0.92
d, Delay for Lane Group [s/veh]	82.87	35.42	36.50	75.20	36.55	38.81	75.57	28.50	28.52	70.07	46.17	49.04
Lane Group LOS	F	D	D	E	D	D	E	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.01	4.77	5.08	5.27	6.78	6.58	6.31	7.04	6.86	5.56	18.98	18.30
50th-Percentile Queue Length [ft/ln]	125.20	119.32	126.92	131.77	169.48	164.49	157.81	176.03	171.38	139.01	474.61	457.56
95th-Percentile Queue Length [veh/ln]	8.68	8.36	8.77	9.04	11.05	10.79	10.43	11.39	11.15	9.43	26.13	25.32
95th-Percentile Queue Length [ft/ln]	216.95	208.90	219.30	225.90	276.23	269.65	260.82	284.82	278.73	235.69	653.25	632.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	82.87	35.75	36.50	75.20	36.68	38.81	75.57	28.51	28.52	70.07	47.08	49.04
Movement LOS	F	D	D	E	D	D	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	44.07			43.04			38.33			50.13		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	44.77											
Intersection LOS	D											
Intersection V/C	0.668											

Emissions

Vehicle Miles Traveled [mph]	19.67	60.81	31.33	16.67	63.45	29.35	105.12	202.09	196.66	29.91	119.79	111.89
Stops [stops/h]	150.24	286.38	152.30	158.12	406.75	197.38	189.37	211.23	205.66	166.81	569.53	549.07
Fuel consumption [US gal/h]	4.37	7.89	4.16	4.37	10.37	5.01	8.63	11.49	11.19	5.40	17.24	16.67
CO [g/h]	305.63	551.40	290.54	305.41	725.05	349.91	603.48	803.39	781.96	377.11	1205.39	1165.41
NOx [g/h]	59.47	107.28	56.53	59.42	141.07	68.08	117.42	156.31	152.14	73.37	234.53	226.75
VOC [g/h]	70.83	127.79	67.34	70.78	168.04	81.09	139.86	186.19	181.23	87.40	279.36	270.10

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.914	3.121	2.992	3.132
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	367	400	917	933
d_b, Bicycle Delay [s]	40.02	38.40	17.60	17.07
l_b,int, Bicycle LOS Score for Intersection	1.972	2.124	2.263	2.805
Bicycle LOS	A	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	33.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	83	804	250	78	329	70	60	453	25	243	778	371
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	0	0	56	0	0	23	0	0	52	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	63	0	0	18	0	0	6	0	0	93
Total Hourly Volume [veh/h]	83	823	187	78	385	52	60	476	19	243	830	278
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	206	47	20	96	13	15	119	5	61	208	70
Total Analysis Volume [veh/h]	83	823	187	78	385	52	60	476	19	243	830	278
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	5	19	0	18	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	26	0	10	26	0	16	34	0	20	38	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	30	30	5	30	30	4	25	25	14	35	35
g / C, Green / Cycle	0.06	0.34	0.34	0.06	0.33	0.33	0.04	0.27	0.27	0.15	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.12	0.04	0.20	0.03	0.03	0.25	0.01	0.13	0.30	0.31
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1615	1810	1900	1615	1810	1900	1740
c, Capacity [veh/h]	107	1222	546	101	635	540	81	521	443	280	730	668
d1, Uniform Delay [s]	41.75	25.54	22.32	41.93	25.00	20.60	42.49	31.64	23.99	37.15	24.47	24.61
k, delay calibration	0.12	0.50	0.50	0.11	0.50	0.50	0.11	0.23	0.11	0.19	0.20	0.21
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.53	2.98	1.71	11.82	4.25	0.35	12.63	12.92	0.04	13.22	3.57	4.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.67	0.34	0.77	0.61	0.10	0.74	0.91	0.04	0.87	0.79	0.80
d, Delay for Lane Group [s/veh]	54.29	28.52	24.03	53.76	29.25	20.95	55.12	44.56	24.03	50.37	28.05	28.85
Lane Group LOS	D	C	C	D	C	C	E	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.15	7.66	3.10	2.00	7.28	0.78	1.55	11.13	0.29	5.96	10.46	9.87
50th-Percentile Queue Length [ft/ln]	53.70	191.60	77.54	50.05	182.01	19.50	38.63	278.27	7.13	148.99	261.60	246.80
95th-Percentile Queue Length [veh/ln]	3.87	12.20	5.58	3.60	11.71	1.40	2.78	16.60	0.51	9.96	15.77	15.02
95th-Percentile Queue Length [ft/ln]	96.66	305.10	139.56	90.09	292.64	35.09	69.53	415.06	12.83	249.08	394.23	375.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.29	28.52	24.03	53.76	29.25	20.95	55.12	44.56	24.03	50.37	28.29	28.85
Movement LOS	D	C	C	D	C	C	E	D	C	D	C	C
d_A, Approach Delay [s/veh]	29.71			32.13			44.99			32.38		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	33.50											
Intersection LOS	C											
Intersection V/C	0.655											

Emissions

Vehicle Miles Traveled [mph]	36.48	361.73	82.19	6.14	30.31	4.09	3.97	31.48	1.26	35.41	83.76	77.69
Stops [stops/h]	85.92	613.12	124.06	80.08	291.22	31.19	61.80	445.24	11.41	238.38	418.56	394.88
Fuel consumption [US gal/h]	2.95	23.18	4.98	1.69	5.64	0.61	1.58	10.93	0.28	6.67	11.36	10.70
CO [g/h]	206.46	1619.98	348.12	118.10	394.05	42.80	110.26	764.06	19.42	466.11	793.78	748.15
NOx [g/h]	40.17	315.19	67.73	22.98	76.67	8.33	21.45	148.66	3.78	90.69	154.44	145.56
VOC [g/h]	47.85	375.45	80.68	27.37	91.33	9.92	25.55	177.08	4.50	108.03	183.97	173.39

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.887	2.734	2.762	3.091
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	667	756
d_b, Bicycle Delay [s]	25.69	25.69	20.00	17.42
l_b,int, Bicycle LOS Score for Intersection	2.513	2.439	2.485	2.751
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	33.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	102	1762	167	259	984	76	34	116	39	173	358	343
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	71	23	0	168	0	0	0	0	52	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	48	0	0	19	0	0	10	0	0	86
Total Hourly Volume [veh/h]	102	1833	142	259	1152	57	34	116	29	225	358	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	458	36	65	288	14	9	29	7	56	90	64
Total Analysis Volume [veh/h]	102	1833	142	259	1152	57	34	116	29	225	358	257
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	6	32	0	9	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21	30	0	35	44	0	9	36	0	19	46	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	59	59	19	70	70	3	10	10	15	22	22
g / C, Green / Cycle	0.07	0.49	0.49	0.16	0.58	0.58	0.03	0.09	0.09	0.13	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.06	0.35	0.09	0.14	0.22	0.04	0.02	0.03	0.02	0.12	0.10	0.16
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	128	2557	798	291	3022	943	51	314	140	226	664	296
d1, Uniform Delay [s]	54.88	23.79	16.84	49.31	13.36	10.77	57.73	51.69	50.95	52.46	44.40	47.58
k, delay calibration	0.11	0.50	0.50	0.12	0.50	0.50	0.11	0.11	0.11	0.40	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.51	1.76	0.49	10.26	0.37	0.12	13.66	0.72	0.72	52.49	0.68	7.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.72	0.18	0.89	0.38	0.06	0.66	0.37	0.21	0.99	0.54	0.87
d, Delay for Lane Group [s/veh]	65.39	25.54	17.33	59.57	13.73	10.89	71.39	52.42	51.67	104.95	45.08	55.20
Lane Group LOS	E	C	B	E	B	B	E	D	D	F	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.34	12.99	2.18	8.21	5.18	0.64	1.19	1.64	0.82	9.88	4.76	7.86
50th-Percentile Queue Length [ft/ln]	83.44	324.64	54.41	205.20	129.59	16.00	29.84	41.07	20.55	246.90	119.10	196.49
95th-Percentile Queue Length [veh/ln]	6.01	18.90	3.92	12.91	8.92	1.15	2.15	2.96	1.48	15.03	8.34	12.46
95th-Percentile Queue Length [ft/ln]	150.19	472.38	97.95	322.67	222.94	28.80	53.71	73.92	36.99	375.75	208.59	311.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.39	25.54	17.33	59.57	13.73	10.89	71.39	52.42	51.67	104.95	45.08	55.20
Movement LOS	E	C	B	E	B	B	E	D	D	F	D	E
d_A, Approach Delay [s/veh]	26.94			21.71			55.90			64.21		
Approach LOS	C			C			E			E		
d_I, Intersection Delay [s/veh]	33.25											
Intersection LOS	C											
Intersection V/C	0.675											

Emissions

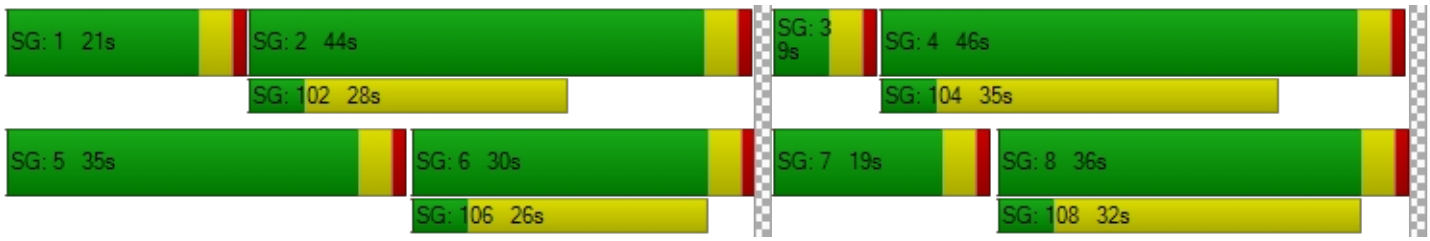
Vehicle Miles Traveled [mph]	42.34	760.81	58.94	77.36	344.07	17.02	2.40	8.20	2.05	41.41	65.89	47.30
Stops [stops/h]	100.13	1168.69	65.30	246.25	466.52	19.20	35.80	98.56	24.66	296.28	285.84	235.79
Fuel consumption [US gal/h]	4.05	50.14	3.33	8.85	20.81	0.95	1.02	2.74	0.68	9.91	9.10	7.44
CO [g/h]	283.32	3504.63	232.97	618.80	1454.83	66.31	71.40	191.80	47.66	692.56	635.86	520.03
NOx [g/h]	55.12	681.87	45.33	120.40	283.06	12.90	13.89	37.32	9.27	134.75	123.72	101.18
VOC [g/h]	65.66	812.23	53.99	143.41	337.17	15.37	16.55	44.45	11.05	160.51	147.37	120.52

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.456	3.444	2.659	2.954
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	667	533	700
d_b, Bicycle Delay [s]	36.82	26.67	32.27	25.35
l_b,int, Bicycle LOS Score for Intersection	2.728	2.377	1.716	2.324
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	87.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.320

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	137	485	1161	807	280	81	147	477	72	368	274	825
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	5	51	14	19	0	0	56	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	489	1161	807	285	132	161	496	72	368	330	825
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	122	290	202	71	33	40	124	18	92	83	206
Total Analysis Volume [veh/h]	137	489	1161	807	285	132	161	496	72	368	330	825
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	786	822	1161	807	677	677	722	508	529	529	562	586	614	614	825
Degree of Utilization, x	0.17	0.59	1.32	1.25	0.21	0.21	0.18	0.32	0.47	0.47	0.13	0.63	0.27	0.27	1.26

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.63	4.02	44.90	29.99	0.79	0.79	0.67	1.35	2.47	2.47	0.44	4.36	1.08	1.08	31.01
95th-Percentile Queue Length [ft]	15.73	100.46	1122.42	749.8	19.77	19.77	16.64	33.79	61.85	61.85	10.94	109.0	27.06	27.06	775.2
Approach Delay [s/veh]	112.22			96.86				14.33				85.89			
Approach LOS	F			F				B				F			
Intersection Delay [s/veh]	87.47														
Intersection LOS	F														

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	43.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.787

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	160	1521	22	37	1099	142	447	306	103	30	410	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	47	4	0	56	165	47	29	15	5	101	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	7	0	0	77	0	0	30	0	0	30
Total Hourly Volume [veh/h]	173	1568	19	37	1155	230	494	335	88	35	511	88
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	392	5	9	289	58	124	84	22	9	128	22
Total Analysis Volume [veh/h]	173	1568	19	37	1155	230	494	335	88	35	511	88
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	32	0	5	29	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	0	32	30	0	32	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	49	49	3	41	41	28	39	39	3	14	14
g / C, Green / Cycle	0.10	0.44	0.44	0.03	0.37	0.37	0.25	0.35	0.35	0.03	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.10	0.30	0.01	0.02	0.32	0.14	0.27	0.09	0.05	0.02	0.10	0.05
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	181	2287	714	56	1349	602	461	1267	566	57	658	205
d1, Uniform Delay [s]	49.26	24.58	17.34	52.73	31.79	25.23	41.00	25.60	24.56	52.60	46.49	44.31
k, delay calibration	0.35	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	45.75	1.70	0.07	12.58	7.17	1.84	62.70	0.11	0.13	10.13	2.01	1.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.96	0.69	0.03	0.66	0.86	0.38	1.07	0.26	0.16	0.61	0.78	0.43
d, Delay for Lane Group [s/veh]	95.01	26.27	17.41	65.31	38.95	27.07	103.70	25.71	24.69	62.73	48.49	45.72
Lane Group LOS	F	C	B	E	D	C	F	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.88	10.47	0.27	1.18	14.57	4.49	20.03	3.06	1.56	1.10	4.53	2.25
50th-Percentile Queue Length [ft/ln]	171.95	261.68	6.82	29.48	364.29	112.23	500.86	76.62	38.89	27.47	113.32	56.31
95th-Percentile Queue Length [veh/ln]	11.18	15.77	0.49	2.12	20.83	7.96	28.54	5.52	2.80	1.98	8.02	4.05
95th-Percentile Queue Length [ft/ln]	279.48	394.32	12.28	53.06	520.80	199.10	713.46	137.92	69.99	49.45	200.61	101.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	95.01	26.27	17.41	65.31	38.95	27.07	103.70	25.71	24.69	62.73	48.49	45.72
Movement LOS	F	C	B	E	D	C	F	C	C	E	D	D
d_A, Approach Delay [s/veh]	32.94			37.72			67.63			48.89		
Approach LOS	C			D			E			D		
d_I, Intersection Delay [s/veh]	43.23											
Intersection LOS	D											
Intersection V/C	0.787											

Emissions

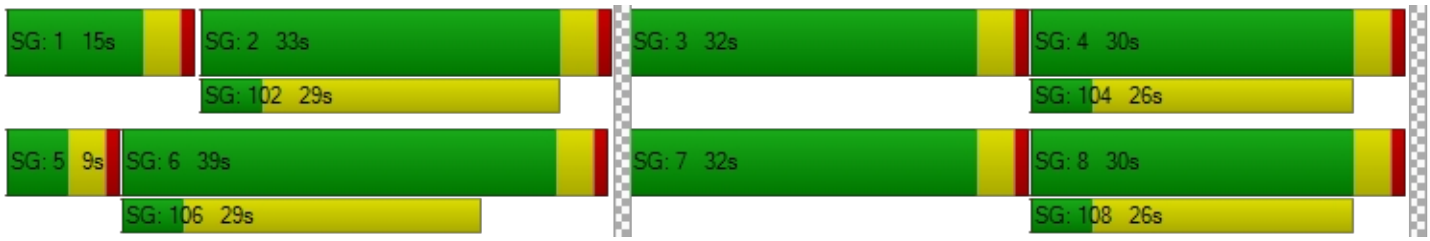
Vehicle Miles Traveled [mph]	11.27	102.15	1.24	2.93	91.48	18.22	53.83	36.50	9.59	17.63	257.46	44.34
Stops [stops/h]	225.10	1027.68	8.93	38.59	953.78	146.92	655.67	200.61	50.90	35.96	445.05	73.72
Fuel consumption [US gal/h]	6.53	24.66	0.22	1.07	24.15	3.72	18.79	5.03	1.29	1.43	18.64	3.13
CO [g/h]	456.41	1723.93	15.43	74.93	1688.09	259.89	1313.63	351.65	89.87	100.08	1302.70	218.86
NOx [g/h]	88.80	335.41	3.00	14.58	328.44	50.56	255.58	68.42	17.49	19.47	253.46	42.58
VOC [g/h]	105.78	399.54	3.58	17.37	391.23	60.23	304.45	81.50	20.83	23.19	301.91	50.72

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.309	3.483	3.008	2.952
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	527	473	473
d_b, Bicycle Delay [s]	25.57	29.82	32.07	32.07
l_b,int, Bicycle LOS Score for Intersection	2.531	2.796	2.341	1.925
Bicycle LOS	B	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	Signalized	Delay (sec / veh):	33.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.630

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	65	30	131	12	12	12	89	1431	86	190	999	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	87	0	76	0	0	0	0	15	101	266	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	207	0	0	12	0	0	187	0	0	17
Total Hourly Volume [veh/h]	152	30	0	12	12	0	89	1446	0	456	1012	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	8	0	3	3	0	22	362	0	114	253	0
Total Analysis Volume [veh/h]	152	30	0	12	12	0	89	1446	0	456	1012	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	46	13	0	45	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	25	0	0	25	0	0	8	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	34	0	0	34	0	50	17	0	49	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	32	32	6	29	29	27	50	50
g / C, Green / Cycle	0.32	0.32	0.06	0.29	0.29	0.27	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.12	0.01	0.05	0.26	0.26	0.25	0.18	0.18
s, saturation flow rate [veh/h]	1572	1665	1810	3618	1900	1810	3618	1900
c, Capacity [veh/h]	566	583	117	1039	546	497	1800	945
d1, Uniform Delay [s]	26.01	23.56	46.02	34.42	34.42	35.15	15.45	15.45
k, delay calibration	0.50	0.50	0.11	0.11	0.35	0.14	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.50	0.13	9.78	3.57	16.77	8.80	0.13	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.04	0.76	0.91	0.91	0.92	0.37	0.37
d, Delay for Lane Group [s/veh]	27.52	23.70	55.80	37.99	51.19	43.94	15.58	15.69
Lane Group LOS	C	C	E	D	D	D	B	B
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.52	0.41	2.44	11.08	13.64	11.46	4.34	4.59
50th-Percentile Queue Length [ft/ln]	88.05	10.17	60.94	276.96	340.93	286.50	108.41	114.63
95th-Percentile Queue Length [veh/ln]	6.34	0.73	4.39	16.54	19.69	17.01	7.75	8.10
95th-Percentile Queue Length [ft/ln]	158.50	18.31	109.69	413.42	492.34	425.30	193.79	202.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.52	27.52	27.52	23.70	23.70	23.70	55.80	42.54	51.19	43.94	15.62	15.69
Movement LOS	C	C	C	C	C	C	E	D	D	D	B	B
d_A, Approach Delay [s/veh]	27.52			23.70			43.31			24.42		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	33.62											
Intersection LOS	C											
Intersection V/C	0.630											

Emissions

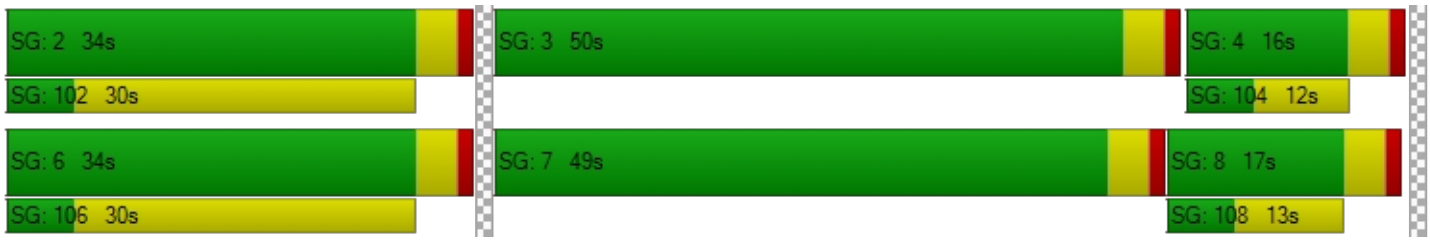
Vehicle Miles Traveled [mph]	50.72	2.68	22.16	236.09	124.00	64.24	93.48	49.10
Stops [stops/h]	126.80	14.65	87.75	797.64	490.94	412.56	312.23	165.06
Fuel consumption [US gal/h]	3.81	0.33	2.67	23.62	14.45	10.43	8.52	4.49
CO [g/h]	266.16	22.94	186.38	1651.20	1010.11	729.17	595.51	314.07
NOx [g/h]	51.78	4.46	36.26	321.26	196.53	141.87	115.87	61.11
VOC [g/h]	61.68	5.32	43.20	382.68	234.10	168.99	138.02	72.79

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.525	1.836	3.621	3.227
Crosswalk LOS	B	A	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	260	240
d_b, Bicycle Delay [s]	24.50	24.50	37.85	38.72
l_b,int, Bicycle LOS Score for Intersection	2.201	1.619	2.507	2.376
Bicycle LOS	B	A	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	52.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	79	181	98	25	162	264	485	1296	159	422	793	677
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	11	0	15	38	0	0	101	115	0	87	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	25	0	0	66	0	0	69	0	0	173
Total Hourly Volume [veh/h]	111	192	73	40	200	198	485	1397	205	422	880	517
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	48	18	10	50	50	121	349	51	106	220	129
Total Analysis Volume [veh/h]	111	192	73	40	200	198	485	1397	205	422	880	517
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	5	32	0	22	31	31	6	15	15
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	36	0	12	36	0	41	33	33	39	31	31
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	8	32	32	8	32	32	34	34	46	30	30	42
g / C, Green / Cycle	0.07	0.27	0.27	0.07	0.27	0.27	0.28	0.28	0.38	0.25	0.25	0.35
(v / s)_i Volume / Saturation Flow Rate	0.06	0.05	0.05	0.02	0.11	0.12	0.27	0.27	0.13	0.23	0.24	0.32
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	121	970	433	121	509	433	513	1460	617	452	899	563
d1, Uniform Delay [s]	55.68	33.94	33.66	53.45	35.92	36.63	42.11	42.35	26.23	44.05	44.76	37.44
k, delay calibration	0.29	0.50	0.50	0.11	0.50	0.50	0.36	0.11	0.50	0.31	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	44.84	0.46	0.84	1.59	2.27	3.45	22.98	4.72	1.44	20.57	9.77	22.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.20	0.17	0.33	0.39	0.46	0.95	0.96	0.33	0.93	0.98	0.92
d, Delay for Lane Group [s/veh]	100.52	34.40	34.50	55.04	38.19	40.08	65.09	47.07	27.68	64.61	54.53	59.78
Lane Group LOS	F	C	C	E	D	D	E	D	C	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.84	2.24	1.75	1.18	4.98	5.12	16.74	13.61	4.24	14.38	13.70	17.28
50th-Percentile Queue Length [ft/ln]	121.01	56.12	43.69	29.50	124.55	128.04	418.50	340.26	106.00	359.61	342.40	431.89
95th-Percentile Queue Length [veh/ln]	8.45	4.04	3.15	2.12	8.64	8.83	23.45	19.66	7.62	20.60	19.77	24.09
95th-Percentile Queue Length [ft/ln]	211.22	101.02	78.65	53.10	216.07	220.83	586.25	491.52	190.43	515.11	494.13	602.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	100.52	34.40	34.50	55.04	38.19	40.08	65.09	47.07	27.68	64.61	54.53	59.78
Movement LOS	F	C	C	E	D	D	E	D	C	E	D	E
d_A, Approach Delay [s/veh]	53.94			40.58			49.35			58.36		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	52.38											
Intersection LOS	D											
Intersection V/C	0.734											

Emissions

Vehicle Miles Traveled [mph]	34.76	60.13	22.86	19.99	99.97	98.97	44.09	126.99	18.63	105.09	219.14	128.74
Stops [stops/h]	145.21	134.69	52.43	35.40	149.46	153.65	502.20	1224.93	127.20	431.53	821.75	518.27
Fuel consumption [US gal/h]	4.50	4.56	1.74	1.57	6.84	6.92	14.18	32.96	3.37	14.52	27.49	17.15
CO [g/h]	314.80	318.98	121.86	109.99	478.07	483.57	991.07	2304.11	235.90	1014.65	1921.77	1198.51
NOx [g/h]	61.25	62.06	23.71	21.40	93.01	94.08	192.83	448.30	45.90	197.41	373.91	233.19
VOC [g/h]	72.96	73.93	28.24	25.49	110.80	112.07	229.69	534.00	54.67	235.16	445.39	277.77

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.714	3.018	3.462	3.592
Crosswalk LOS	B	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	483	450
d_b, Bicycle Delay [s]	32.27	32.27	34.50	36.04
l_b,int, Bicycle LOS Score for Intersection	1.890	1.975	2.745	3.203
Bicycle LOS	A	A	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	44.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.898

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	177	226	17	10	40	106	453	1837	176	6	1492	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	258	0	0	0	0	0	0	216	987	0	119	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	27	0	0	291	0	0	4
Total Hourly Volume [veh/h]	435	226	13	10	40	79	453	2053	872	6	1611	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	109	57	3	3	10	20	113	513	218	2	403	3
Total Analysis Volume [veh/h]	435	226	13	10	40	79	453	2053	872	6	1611	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	17	27	0	5	15	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	61	70	0	10	19	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	30	70	70	1	41	41
g / C, Green / Cycle	0.25	0.25	0.25	0.25	0.27	0.63	0.63	0.01	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.34	0.13	0.01	0.07	0.25	0.40	0.54	0.00	0.31	0.01
s, saturation flow rate [veh/h]	1293	1882	1159	1701	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	295	471	210	425	491	3275	1022	14	1911	596
d1, Uniform Delay [s]	47.41	35.42	42.49	33.25	38.93	12.29	16.12	54.31	31.78	22.06
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.35	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	231.51	3.88	0.43	1.63	7.67	0.20	6.58	17.92	1.08	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.48	0.51	0.05	0.28	0.92	0.63	0.85	0.42	0.84	0.02
d, Delay for Lane Group [s/veh]	278.92	39.30	42.92	34.89	46.60	12.49	22.70	72.23	32.85	22.08
Lane Group LOS	F	D	D	C	D	B	C	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	26.98	5.87	0.26	2.70	12.34	8.72	16.33	0.23	12.42	0.21
50th-Percentile Queue Length [ft/ln]	674.56	146.77	6.53	67.50	308.59	217.91	408.31	5.82	310.57	5.20
95th-Percentile Queue Length [veh/ln]	42.58	9.84	0.47	4.86	18.11	13.56	22.96	0.42	18.20	0.37
95th-Percentile Queue Length [ft/ln]	1064.44	246.11	11.75	121.51	452.64	338.96	574.01	10.48	455.08	9.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	278.92	39.30	39.30	42.92	34.89	34.89	46.60	12.49	22.70	72.23	32.85	22.08
Movement LOS	F	D	D	D	C	C	D	B	C	E	C	C
d_A, Approach Delay [s/veh]	193.95			35.51			19.70			32.91		
Approach LOS	F			D			B			C		
d_I, Intersection Delay [s/veh]	43.97											
Intersection LOS	D											
Intersection V/C	0.898											

Emissions

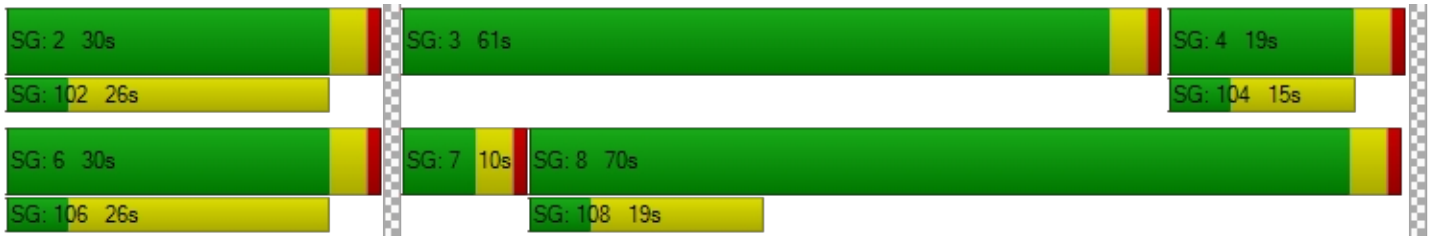
Vehicle Miles Traveled [mph]	147.77	81.19	2.42	28.76	52.65	238.62	101.35	0.49	132.02	1.07
Stops [stops/h]	883.06	192.13	8.55	88.37	403.98	855.80	534.52	7.62	1219.69	6.81
Fuel consumption [US gal/h]	38.65	6.71	0.26	2.74	11.12	24.04	14.15	0.20	30.46	0.18
CO [g/h]	2701.87	468.80	18.03	191.74	777.50	1680.37	988.98	13.97	2129.18	12.55
NOx [g/h]	525.69	91.21	3.51	37.31	151.27	326.94	192.42	2.72	414.26	2.44
VOC [g/h]	626.18	108.65	4.18	44.44	180.19	389.44	229.21	3.24	493.46	2.91

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.761	2.359	4.833	3.435
Crosswalk LOS	C	B	E	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	473	1200	273
d_b, Bicycle Delay [s]	32.07	32.07	8.80	41.02
l_b,int, Bicycle LOS Score for Intersection	2.678	1.817	3.578	2.458
Bicycle LOS	B	A	D	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	287	40	1205	0	0	0	120	885	0	0	673	478
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	448	0	0	0	0	755	0	0	126	251
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	413	0	0	0	0	0	0	0	0	182
Total Hourly Volume [veh/h]	287	40	1240	0	0	0	120	1640	0	0	799	547
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	10	310	0	0	0	30	410	0	0	200	137
Total Analysis Volume [veh/h]	287	40	1240	0	0	0	120	1640	0	0	799	547
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	0	0	5	30	0	0	21	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	48	0	0	0	0	9	32	0	0	23	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	80	80	80		80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37		5	35	26	26
g / C, Green / Cycle	0.46	0.46	0.46		0.06	0.44	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.15		0.03	0.32	0.15	0.34
s, saturation flow rate [veh/h]	1810	1831	8500		3514	5176	5176	1615
c, Capacity [veh/h]	838	848	3936		205	2261	1700	531
d1, Uniform Delay [s]	12.68	12.66	13.50		36.72	18.56	21.33	26.86
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	0.51	0.21		2.63	0.45	0.20	47.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.20	0.19	0.32		0.58	0.73	0.47	1.03
d, Delay for Lane Group [s/veh]	13.20	13.17	13.71		39.34	19.02	21.53	74.13
Lane Group LOS	B	B	B		D	B	C	F
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.75	1.75	13.38		1.15	7.25	3.82	16.47
50th-Percentile Queue Length [ft/ln]	43.72	43.63	334.42		28.84	181.21	95.50	411.70
95th-Percentile Queue Length [veh/ln]	3.15	3.14	19.37		2.08	11.66	6.88	23.59
95th-Percentile Queue Length [ft/ln]	78.69	78.53	484.37		51.91	291.59	171.89	589.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.20	13.17	13.71	0.00	0.00	0.00	39.34	19.02	0.00	0.00	21.53	74.13
Movement LOS	B	B	B				D	B			C	F
d_A, Approach Delay [s/veh]	13.60			0.00			20.40			42.91		
Approach LOS	B			A			C			D		
d_I, Intersection Delay [s/veh]	24.60											
Intersection LOS	C											
Intersection V/C	0.519											

Emissions

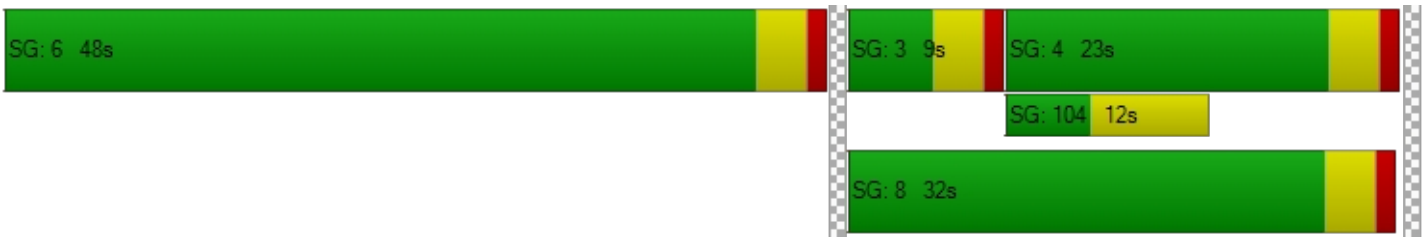
Vehicle Miles Traveled [mph]	14.85	14.85	112.64		17.35	237.16	92.87	63.58
Stops [stops/h]	78.69	78.53	601.95		103.81	978.54	515.68	741.06
Fuel consumption [US gal/h]	1.49	1.48	11.42		2.85	26.64	10.17	14.96
CO [g/h]	103.82	103.69	798.46		198.95	1862.32	711.10	1045.86
NOx [g/h]	20.20	20.18	155.35		38.71	362.34	138.35	203.49
VOC [g/h]	24.06	24.03	185.05		46.11	431.61	164.81	242.39

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0	
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00	
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00	
d_p, Pedestrian Delay [s]	0.00	31.51	0.00	0.00	
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.225	0.000	0.000	
Crosswalk LOS	F	B	F	F	
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000	
c_b, Capacity of the bicycle lane [bicycles/h]	1100	0	700	475	
d_b, Bicycle Delay [s]	8.10	40.00	16.90	23.26	
l_b,int, Bicycle LOS Score for Intersection	4.827	4.132	2.528	2.400	
Bicycle LOS	E	D	B	B	

Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.520

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	506	5	145	0	347	85	291	523	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	32	703	0	0	0	20	0	109	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	32	0	0	36	0	0	21	0	0	0
Total Hourly Volume [veh/h]	0	0	32	1209	5	109	0	367	64	400	540	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	302	1	27	0	92	16	100	135	0
Total Analysis Volume [veh/h]	0	0	32	1209	5	109	0	367	64	400	540	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	10	0	28	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	14	0	32	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		28	28	28	10	10	10	24
g / C, Green / Cycle		0.47	0.47	0.47	0.17	0.17	0.16	0.39
(v / s)_i Volume / Saturation Flow Rate		0.34	0.34	0.01	0.07	0.04	0.11	0.10
s, saturation flow rate [veh/h]		1810	1810	8500	5176	1615	3514	5176
c, Capacity [veh/h]		853	853	4006	862	269	570	2046
d1, Uniform Delay [s]		12.62	12.62	8.49	22.43	21.70	23.77	12.25
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		5.02	5.01	0.01	0.33	0.45	1.59	0.07
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.71	0.71	0.03	0.43	0.24	0.70	0.26
d, Delay for Lane Group [s/veh]		17.63	17.62	8.51	22.76	22.15	25.36	12.31
Lane Group LOS		B	B	A	C	C	C	B
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		6.17	6.17	0.62	1.39	0.72	2.48	1.33
50th-Percentile Queue Length [ft/ln]		154.25	154.19	15.40	34.66	18.05	61.93	33.14
95th-Percentile Queue Length [veh/ln]		10.24	10.24	1.11	2.50	1.30	4.46	2.39
95th-Percentile Queue Length [ft/ln]		256.09	256.01	27.73	62.38	32.48	111.48	59.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	17.63	17.62	8.51	0.00	22.76	22.15	25.36	12.31	0.00
Movement LOS				B	B	A		C	C	C	B	
d_A, Approach Delay [s/veh]	0.00			16.88			22.67			17.86		
Approach LOS	A			B			C			B		
d_I, Intersection Delay [s/veh]	18.15											
Intersection LOS	B											
Intersection V/C	0.520											

Emissions

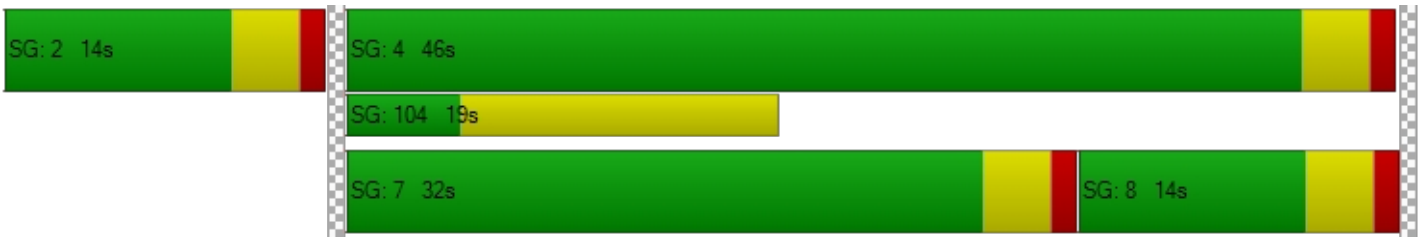
Vehicle Miles Traveled [mph]		40.69	40.69	7.31	41.78	7.29	57.84	78.09
Stops [stops/h]		370.20	370.05	36.97	249.53	43.31	297.27	238.62
Fuel consumption [US gal/h]		7.27	7.27	0.81	6.23	1.08	7.74	7.00
CO [g/h]		508.36	508.17	56.87	435.82	75.26	541.22	489.08
NOx [g/h]		98.91	98.87	11.07	84.79	14.64	105.30	95.16
VOC [g/h]		117.82	117.77	13.18	101.00	17.44	125.43	113.35

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.561	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	333	1400
d_b, Bicycle Delay [s]	30.00	20.83	20.83	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	3.802	1.808	2.077
Bicycle LOS	D	D	A	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	59.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.819

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	325	456	137	76	251	218	71	269	110	112	1514	197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	94	0	0	0	0	5	4	16	30	0	28	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	56	0	0	35	0	0	49
Total Hourly Volume [veh/h]	419	456	103	76	251	167	75	285	105	112	1542	148
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	114	26	19	63	42	19	71	26	28	386	37
Total Analysis Volume [veh/h]	419	456	103	76	251	167	75	285	105	112	1542	148
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	26	38	0	18	30	0	9	42	0	22	55	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	41	41	7	26	26	5	47	47	9	51	51
g / C, Green / Cycle	0.18	0.35	0.35	0.05	0.22	0.22	0.04	0.39	0.39	0.08	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.23	0.15	0.15	0.04	0.12	0.12	0.04	0.08	0.07	0.06	0.43	0.09
s, saturation flow rate [veh/h]	1810	1900	1780	1810	1900	1654	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	332	656	615	99	412	358	75	1408	629	140	1537	686
d1, Uniform Delay [s]	49.00	30.33	30.33	55.96	41.64	41.82	57.49	24.30	23.94	54.43	34.50	21.84
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.27	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	140.33	2.14	2.28	11.66	4.91	6.01	75.22	0.07	0.12	9.93	11.37	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.26	0.44	0.44	0.77	0.53	0.55	0.99	0.20	0.17	0.80	1.00	0.22
d, Delay for Lane Group [s/veh]	189.33	32.46	32.61	67.62	46.55	47.83	132.71	24.37	24.07	64.36	45.87	21.99
Lane Group LOS	F	C	C	E	D	D	F	C	C	E	F	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	22.54	6.60	6.21	2.54	6.18	5.67	3.80	2.61	1.91	3.63	23.29	2.57
50th-Percentile Queue Length [ft/ln]	563.54	164.95	155.17	63.47	154.40	141.63	94.90	65.24	47.66	90.85	582.14	64.29
95th-Percentile Queue Length [veh/ln]	33.89	10.81	10.29	4.57	10.25	9.57	6.83	4.70	3.43	6.54	31.27	4.63
95th-Percentile Queue Length [ft/ln]	847.18	270.26	257.31	114.24	256.29	239.22	170.81	117.43	85.78	163.53	781.72	115.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	189.33	32.52	32.61	67.62	46.71	47.83	132.71	24.37	24.07	64.36	45.87	21.99
Movement LOS	F	C	C	E	D	D	F	C	C	E	F	C
d_A, Approach Delay [s/veh]	99.71			50.31			41.78			45.06		
Approach LOS	F			D			D			D		
d_I, Intersection Delay [s/veh]	59.64											
Intersection LOS	E											
Intersection V/C	0.819											

Emissions

Vehicle Miles Traveled [mph]	209.96	144.61	135.51	38.04	110.20	99.03	37.82	143.72	52.95	18.62	256.38	24.61
Stops [stops/h]	676.25	197.94	186.20	76.16	185.28	169.95	113.88	156.57	57.19	109.02	1397.13	77.15
Fuel consumption [US gal/h]	31.75	9.32	8.75	3.30	8.17	7.43	4.74	8.29	3.04	3.46	40.55	2.47
CO [g/h]	2219.03	651.78	611.91	230.43	570.86	519.58	331.15	579.23	212.51	241.90	2834.54	172.31
NOx [g/h]	431.74	126.81	119.06	44.83	111.07	101.09	64.43	112.70	41.35	47.06	551.50	33.53
VOC [g/h]	514.28	151.06	141.82	53.40	132.30	120.42	76.75	134.24	49.25	56.06	656.93	39.94

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.807	2.769	3.172	3.110
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	567	433	633	850
d_b, Bicycle Delay [s]	30.82	36.82	28.02	19.84
l_b,int, Bicycle LOS Score for Intersection	2.395	2.013	1.972	3.087
Bicycle LOS	B	B	A	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	54.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	145	1497	135	96	1234	27	35	318	170	437	807	444
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	151	0	0	0	25	51	65	50	82	26	101	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	20	0	0	63	0	0	111
Total Hourly Volume [veh/h]	296	1497	101	96	1259	58	100	368	189	463	908	333
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	374	25	24	315	15	25	92	47	116	227	83
Total Analysis Volume [veh/h]	296	1497	101	96	1259	58	100	368	189	463	908	333
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	34	0	14	32	0	9	30	0	32	53	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	43	43	7	38	38	5	16	16	28	39	39
g / C, Green / Cycle	0.11	0.39	0.39	0.07	0.35	0.35	0.05	0.14	0.14	0.25	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.16	0.29	0.06	0.05	0.24	0.04	0.06	0.10	0.12	0.26	0.25	0.21
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	197	2021	631	122	1805	563	82	514	230	461	1271	567
d1, Uniform Delay [s]	49.00	28.74	21.79	50.53	30.83	24.20	52.50	45.05	45.83	41.00	30.90	29.16
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.40	0.11	0.11	0.45	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	249.43	2.49	0.54	10.74	2.26	0.37	157.46	1.87	7.21	41.14	0.76	0.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.50	0.74	0.16	0.79	0.70	0.10	1.22	0.72	0.82	1.01	0.71	0.59
d, Delay for Lane Group [s/veh]	298.43	31.23	22.34	61.27	33.09	24.57	209.96	46.92	53.04	82.14	31.66	30.12
Lane Group LOS	F	C	C	E	C	C	F	D	D	F	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	18.92	11.03	1.72	2.89	9.43	1.04	5.80	4.77	5.31	17.56	10.41	7.26
50th-Percentile Queue Length [ft/ln]	472.98	275.66	42.89	72.28	235.79	25.99	145.09	119.36	132.74	438.90	260.18	181.56
95th-Percentile Queue Length [veh/ln]	29.94	16.47	3.09	5.20	14.47	1.87	10.25	8.36	9.09	24.51	15.70	11.68
95th-Percentile Queue Length [ft/ln]	748.49	411.80	77.21	130.11	361.70	46.78	256.25	208.95	227.22	612.64	392.45	292.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	298.43	31.23	22.34	61.27	33.09	24.57	209.96	46.92	53.04	82.14	31.66	30.12
Movement LOS	F	C	C	E	C	C	F	D	D	F	C	C
d_A, Approach Delay [s/veh]	72.52			34.66			73.50			45.08		
Approach LOS	E			C			E			D		
d_I, Intersection Delay [s/veh]	54.94											
Intersection LOS	D											
Intersection V/C	0.780											

Emissions

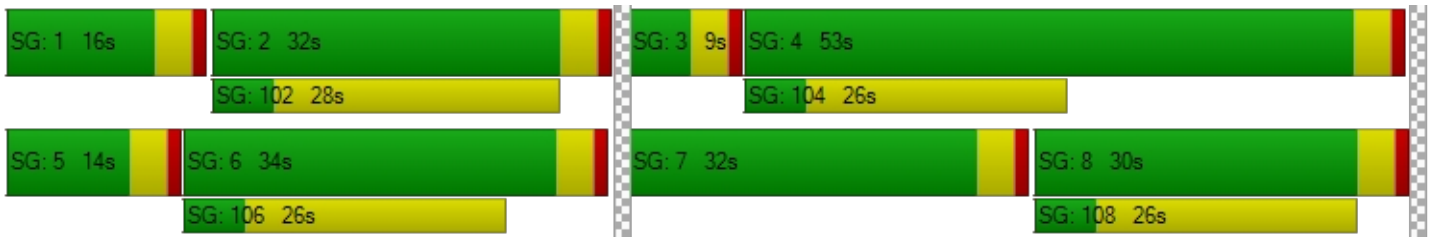
Vehicle Miles Traveled [mph]	15.44	78.11	5.27	42.36	555.51	25.59	9.84	36.21	18.59	233.48	457.89	167.93
Stops [stops/h]	619.17	1082.58	56.15	94.63	926.01	34.02	189.93	312.51	173.77	574.55	681.20	237.68
Fuel consumption [US gal/h]	26.20	25.65	1.34	3.83	39.03	1.59	6.97	8.64	4.84	20.52	28.46	10.27
CO [g/h]	1831.40	1793.08	93.52	267.39	2728.46	111.15	487.25	603.96	338.17	1434.65	1989.57	717.69
NOx [g/h]	356.32	348.87	18.20	52.02	530.86	21.63	94.80	117.51	65.80	279.13	387.10	139.64
VOC [g/h]	424.45	415.56	21.67	61.97	632.35	25.76	112.92	139.97	78.38	332.49	461.10	166.33

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.498	3.400	3.042	3.014
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	545	509	473	891
d_b, Bicycle Delay [s]	29.09	30.56	32.07	16.91
l_b,int, Bicycle LOS Score for Intersection	2.620	2.348	2.154	3.057
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Signalized	Delay (sec / veh):	15.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.453

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	82	0	29	180	0	16	13	385	0	0	614	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	80	0	51	178	139	39	70	0	0	166	44
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	80	29	231	178	155	52	455	0	0	780	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	20	7	58	45	39	13	114	0	0	195	24
Total Analysis Volume [veh/h]	82	80	29	231	178	155	52	455	0	0	780	95
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	19	0	0	19	0	5	24	0	5	24	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	3	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	23	0	0	23	0	9	28	0	9	28	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	18	18	3	30	30	0	27	27
g / C, Green / Cycle	0.30	0.30	0.30	0.30	0.05	0.50	0.50	0.00	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.07	0.06	0.18	0.19	0.03	0.13	0.00	0.00	0.23	0.23
s, saturation flow rate [veh/h]	1106	1887	1305	1756	1810	3618	1615	1810	1900	1829
c, Capacity [veh/h]	223	558	402	519	88	1824	814	1	867	834
d1, Uniform Delay [s]	26.64	15.81	22.42	18.38	27.97	8.43	0.00	0.00	11.59	11.59
k, delay calibration	0.11	0.11	0.11	0.14	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.01	0.17	1.36	1.74	6.26	0.33	0.00	0.00	2.18	2.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.20	0.58	0.64	0.59	0.25	0.00	0.00	0.51	0.51
d, Delay for Lane Group [s/veh]	27.65	15.98	23.78	20.11	34.22	8.76	0.00	0.00	13.77	13.86
Lane Group LOS	C	B	C	C	C	A	A	A	B	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.15	1.05	3.01	3.89	0.81	1.31	0.00	0.00	3.73	3.61
50th-Percentile Queue Length [ft/ln]	28.63	26.27	75.25	97.24	20.27	32.63	0.00	0.00	93.20	90.23
95th-Percentile Queue Length [veh/ln]	2.06	1.89	5.42	7.00	1.46	2.35	0.00	0.00	6.71	6.50
95th-Percentile Queue Length [ft/ln]	51.54	47.28	135.45	175.03	36.48	58.74	0.00	0.00	167.76	162.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.65	15.98	15.98	23.78	20.11	20.11	34.22	8.76	0.00	0.00	13.81	13.86
Movement LOS	C	B	B	C	C	C	C	A	A	A	B	B
d_A, Approach Delay [s/veh]	20.99			21.61			11.37			13.81		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	15.93											
Intersection LOS	B											
Intersection V/C	0.453											

Emissions

Vehicle Miles Traveled [mph]	6.56	8.72	52.36	75.49	3.64	31.87	0.00	0.00	26.57	25.58
Stops [stops/h]	68.72	63.05	180.59	233.37	48.64	156.63	0.00	0.00	223.68	216.56
Fuel consumption [US gal/h]	1.11	1.06	4.27	5.76	1.09	3.85	0.00	0.00	4.94	4.78
CO [g/h]	77.67	74.22	298.55	402.62	76.31	269.21	0.00	0.00	345.40	334.12
NOx [g/h]	15.11	14.44	58.09	78.34	14.85	52.38	0.00	0.00	67.20	65.01
VOC [g/h]	18.00	17.20	69.19	93.31	17.69	62.39	0.00	0.00	80.05	77.44

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.041	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	633	800	800
d_b, Bicycle Delay [s]	14.01	14.01	10.80	10.80
l_b,int, Bicycle LOS Score for Intersection	1.875	2.490	1.978	2.281
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.523

Intersection Setup

Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Indian Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	321	236	1	121	214	517
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	153	0	4	216	81	39
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	139
Total Hourly Volume [veh/h]	474	236	5	337	295	417
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	59	1	84	74	104
Total Analysis Volume [veh/h]	474	236	5	337	295	417
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	24	0	5	28	19	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	28	0	9	32	23	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	0	34	29	29
g / C, Green / Cycle	0.30	0.30	0.01	0.56	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.26	0.15	0.00	0.09	0.08	0.26
s, saturation flow rate [veh/h]	1810	1615	1810	3618	3618	1615
c, Capacity [veh/h]	548	489	16	2040	1766	789
d1, Uniform Delay [s]	19.77	17.09	29.54	6.29	8.55	10.59
k, delay calibration	0.19	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.18	0.74	10.09	0.17	0.20	2.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.48	0.31	0.17	0.17	0.53
d, Delay for Lane Group [s/veh]	26.95	17.83	39.63	6.46	8.76	13.12
Lane Group LOS	C	B	D	A	A	B
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.56	2.45	0.11	0.82	0.84	3.33
50th-Percentile Queue Length [ft/ln]	164.07	61.36	2.83	20.52	21.08	83.27
95th-Percentile Queue Length [veh/ln]	10.76	4.42	0.20	1.48	1.52	6.00
95th-Percentile Queue Length [ft/ln]	269.10	110.45	5.10	36.93	37.94	149.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.95	17.83	39.63	6.46	8.76	13.12
Movement LOS	C	B	D	A	A	B
d_A, Approach Delay [s/veh]	23.92		6.95		11.31	
Approach LOS	C		A		B	
d_I, Intersection Delay [s/veh]	15.54					
Intersection LOS	B					
Intersection V/C	0.523					

Emissions

Vehicle Miles Traveled [mph]	91.08	45.35	0.38	25.92	29.89	42.25
Stops [stops/h]	393.76	147.27	6.79	98.48	101.18	199.84
Fuel consumption [US gal/h]	9.03	3.69	0.11	2.17	2.81	5.05
CO [g/h]	631.39	258.09	7.42	151.82	196.31	352.75
NOx [g/h]	122.84	50.21	1.44	29.54	38.19	68.63
VOC [g/h]	146.33	59.81	1.72	35.19	45.50	81.75

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.473	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	933	633
d_b, Bicycle Delay [s]	10.80	8.53	14.01
l_b,int, Bicycle LOS Score for Intersection	1.560	1.842	2.262
Bicycle LOS	A	A	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	135.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.770

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	310	7	158	85	316	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	199	679	114	41	123
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	52	0	0	0	75
Total Hourly Volume [veh/h]	399	154	837	199	357	223
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	39	209	50	89	56
Total Analysis Volume [veh/h]	399	154	837	199	357	223
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	10	0	43	57	5	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	0	15	29	31	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	55	55	55	55	55	55
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	28	42	5	5
g / C, Green / Cycle	0.18	0.18	0.51	0.76	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.11	0.10	0.46	0.06	0.20	0.14
s, saturation flow rate [veh/h]	3618	1615	1810	3618	1810	1615
c, Capacity [veh/h]	661	295	916	2758	165	148
d1, Uniform Delay [s]	20.53	20.19	12.40	1.63	24.85	24.85
k, delay calibration	0.11	0.11	0.16	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.89	1.43	5.67	0.01	540.73	261.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.52	0.91	0.07	2.16	1.51
d, Delay for Lane Group [s/veh]	21.42	21.62	18.07	1.65	565.58	286.27
Lane Group LOS	C	C	B	A	F	F
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.06	1.62	7.57	0.01	26.83	12.49
50th-Percentile Queue Length [ft/ln]	51.58	40.53	189.28	0.23	670.79	312.32
95th-Percentile Queue Length [veh/ln]	3.71	2.92	12.08	0.02	42.75	20.74
95th-Percentile Queue Length [ft/ln]	92.84	72.96	302.09	0.41	1068.72	518.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.42	21.62	18.07	1.65	565.58	286.27
Movement LOS	C	C	B	A	F	F
d_A, Approach Delay [s/veh]	21.47		14.92		458.19	
Approach LOS	C		B		F	
d_I, Intersection Delay [s/veh]	135.12					
Intersection LOS	F					
Intersection V/C	0.770					

Emissions

Vehicle Miles Traveled [mph]	57.46	22.18	154.23	36.67	24.41	15.25
Stops [stops/h]	271.85	106.81	498.79	1.19	1767.69	823.04
Fuel consumption [US gal/h]	7.09	2.77	14.57	1.34	51.85	18.16
CO [g/h]	495.50	193.32	1018.21	93.55	3624.45	1269.66
NOx [g/h]	96.41	37.61	198.11	18.20	705.19	247.03
VOC [g/h]	114.84	44.80	235.98	21.68	840.00	294.26

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	366	915	988
d_b, Bicycle Delay [s]	18.24	8.04	6.99
l_b,int, Bicycle LOS Score for Intersection	2.059	2.414	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	98.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.355

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	284	378	24	77	294	296	453	128	317	52	210	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	89	0	0	30	0	0	16	9	0	31	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	304	467	24	77	324	296	453	144	326	52	241	94
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	117	6	19	81	74	113	36	82	13	60	24
Total Analysis Volume [veh/h]	304	467	24	77	324	296	453	144	326	52	241	94
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	318	330	332	311	324	342	453	470	291	303	320
Degree of Utilization, x	0.96	0.74	0.74	0.25	0.96	0.91	1.35	1.29	0.18	0.80	0.29

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	9.86	5.64	5.58	0.96	9.98	8.98	22.41	21.42	0.64	6.42	1.20
95th-Percentile Queue Length [ft]	246.53	141.10	139.59	23.91	249.52	224.56	560.32	535.45	15.97	160.49	30.00
Approach Delay [s/veh]	52.70			62.34			192.06		37.24		
Approach LOS	F			F			F		E		
Intersection Delay [s/veh]	98.87										
Intersection LOS	F										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	61.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.854

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	50	1224	781	269	1302	18	28	7	34	442	12	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	317	0	25	239	0	0	0	0	0	0	51
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	195	0	0	5	0	0	9	0	0	83
Total Hourly Volume [veh/h]	50	1541	586	294	1541	13	28	7	25	442	12	248
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	385	147	74	385	3	7	2	6	111	3	62
Total Analysis Volume [veh/h]	50	1541	586	294	1541	13	28	7	25	442	12	248
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	16	33	0	16	33	0	0	10	0	0	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21	45	0	22	46	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	46	46	18	59	59	9	32	32	32
g / C, Green / Cycle	0.04	0.38	0.38	0.15	0.50	0.50	0.07	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.03	0.40	0.41	0.16	0.30	0.01	0.03	0.24	0.01	0.15
s, saturation flow rate [veh/h]	1810	3618	1650	1810	5176	1615	1732	1810	1900	1615
c, Capacity [veh/h]	66	1381	630	271	2562	799	125	476	499	424
d1, Uniform Delay [s]	57.25	37.10	37.10	51.00	21.79	15.43	53.51	43.14	32.81	38.52
k, delay calibration	0.11	0.50	0.50	0.48	0.50	0.50	0.11	0.34	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.55	37.58	59.95	77.49	1.05	0.04	2.84	20.44	0.02	1.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	1.05	1.08	1.08	0.60	0.02	0.48	0.93	0.02	0.58
d, Delay for Lane Group [s/veh]	72.81	74.68	97.05	128.49	22.85	15.47	56.35	63.58	32.83	39.80
Lane Group LOS	E	F	F	F	C	B	E	E	C	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.79	27.00	28.53	13.75	9.95	0.18	1.86	15.52	0.27	6.57
50th-Percentile Queue Length [ft/ln]	44.77	674.95	713.34	343.79	248.66	4.55	46.39	387.92	6.68	164.29
95th-Percentile Queue Length [veh/ln]	3.22	36.71	39.41	20.59	15.12	0.33	3.34	21.98	0.48	10.78
95th-Percentile Queue Length [ft/ln]	80.58	917.87	985.20	514.86	377.96	8.19	83.51	549.42	12.03	269.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	72.81	76.06	97.05	128.49	22.85	15.47	56.35	56.35	56.35	63.58	32.83	39.80
Movement LOS	E	E	F	F	C	B	E	E	E	E	C	D
d_A, Approach Delay [s/veh]	81.63			39.60			56.35			54.65		
Approach LOS	F			D			E			D		
d_I, Intersection Delay [s/veh]	61.13											
Intersection LOS	E											
Intersection V/C	0.854											

Emissions

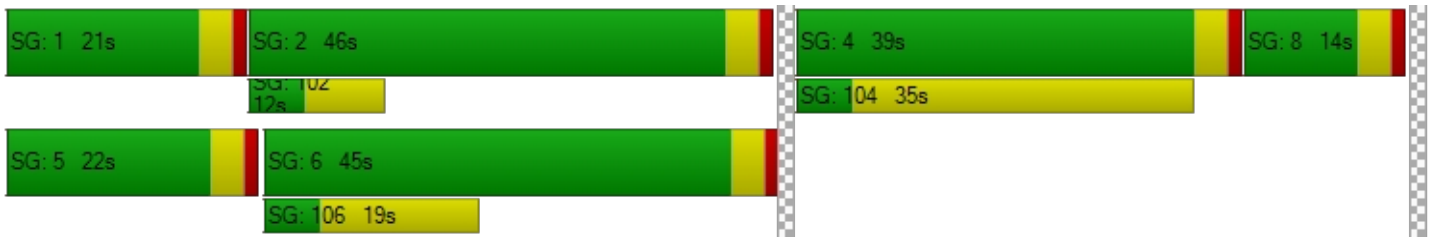
Vehicle Miles Traveled [mph]	24.95	721.65	339.88	28.45	149.10	1.26	4.78	223.30	6.06	125.29
Stops [stops/h]	53.72	1619.87	856.01	412.55	895.17	5.46	55.67	465.50	8.02	197.15
Fuel consumption [US gal/h]	2.06	60.63	32.17	13.79	23.41	0.15	1.12	17.55	0.38	8.40
CO [g/h]	144.33	4237.94	2248.63	963.96	1636.08	10.62	78.05	1226.42	26.81	587.08
NOx [g/h]	28.08	824.55	437.50	187.55	318.32	2.07	15.19	238.62	5.22	114.22
VOC [g/h]	33.45	982.18	521.14	223.41	379.18	2.46	18.09	284.23	6.21	136.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.434	1.803	2.644
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	683	700	167	583
d_b, Bicycle Delay [s]	26.00	25.35	50.42	30.10
l_b,int, Bicycle LOS Score for Intersection	2.864	2.579	1.673	2.855
Bicycle LOS	C	B	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	60.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.795

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	141	161	339	203	193	384	189	790	76	368	1097	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	16	13	29	4	0	94	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	85	0	0	100	0	0	20	0	0	74
Total Hourly Volume [veh/h]	146	161	254	203	193	300	202	819	60	368	1191	222
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	40	64	51	48	75	51	205	15	92	298	56
Total Analysis Volume [veh/h]	146	161	254	203	193	300	202	819	60	368	1191	222
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	12	28	0	7	15	0	16	24	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	18	29	0	21	32	0	21	19	0	31	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	29	13	32	32	13	20	20	22	29	29
g / C, Green / Cycle	0.10	0.29	0.13	0.32	0.32	0.13	0.20	0.20	0.22	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.08	0.24	0.11	0.10	0.19	0.11	0.16	0.04	0.20	0.33	0.14
s, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	178	498	237	614	522	236	1011	316	403	1041	465
d1, Uniform Delay [s]	44.19	33.20	42.52	25.50	28.13	42.55	38.45	33.62	37.91	35.61	29.41
k, delay calibration	0.11	0.50	0.18	0.50	0.50	0.18	0.11	0.11	0.27	0.13	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.10	15.00	13.34	1.34	4.56	13.24	1.61	0.29	17.22	68.31	0.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.83	0.86	0.31	0.57	0.86	0.81	0.19	0.91	1.14	0.48
d, Delay for Lane Group [s/veh]	53.30	48.20	55.85	26.84	32.69	55.79	40.06	33.91	55.13	103.92	30.17
Lane Group LOS	D	D	E	C	C	E	D	C	E	F	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.01	11.42	5.79	3.70	6.62	5.45	6.09	1.17	10.04	21.38	4.15
50th-Percentile Queue Length [ft/ln]	100.15	285.52	144.76	92.51	165.39	136.16	152.19	29.15	251.12	534.48	103.74
95th-Percentile Queue Length [veh/ln]	7.21	16.96	9.74	6.66	10.83	9.27	10.13	2.10	15.24	31.36	7.47
95th-Percentile Queue Length [ft/ln]	180.27	424.08	243.42	166.52	270.85	231.84	253.34	52.47	381.06	784.05	186.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.30	48.20	48.20	55.85	26.84	32.69	55.79	40.06	33.91	55.13	103.92	30.17
Movement LOS	D	D	D	E	C	C	E	D	C	E	F	C
d_A, Approach Delay [s/veh]	49.52			37.82			42.66			84.65		
Approach LOS	D			D			D			F		
d_I, Intersection Delay [s/veh]	60.93											
Intersection LOS	E											
Intersection V/C	0.795											

Emissions

Vehicle Miles Traveled [mph]	20.48	58.21	28.26	26.87	41.76	101.09	409.86	30.03	96.13	311.13	57.99
Stops [stops/h]	144.22	411.15	208.45	133.22	238.16	196.07	657.45	41.98	361.61	1539.30	149.38
Fuel consumption [US gal/h]	3.06	8.27	4.38	2.77	4.79	9.32	32.60	2.20	14.06	64.18	6.08
CO [g/h]	213.72	577.73	305.99	193.84	334.62	651.22	2278.63	153.65	982.85	4486.41	424.82
NOx [g/h]	41.58	112.41	59.53	37.71	65.11	126.70	443.34	29.89	191.23	872.89	82.66
VOC [g/h]	49.53	133.89	70.92	44.92	77.55	150.93	528.10	35.61	227.79	1039.77	98.46

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.416	2.575	3.354	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	560	300	500
d_b, Bicycle Delay [s]	28.13	25.92	36.13	28.13
l_b,int, Bicycle LOS Score for Intersection	2.626	2.873	2.165	3.090
Bicycle LOS	B	C	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: Nuevo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	66.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.811

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	266	330	199	39	399	101	128	609	396	284	1391	157
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	10	0	30	9	0	0	17	3	0	16	99
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	50	0	0	25	0	0	100	0	0	64
Total Hourly Volume [veh/h]	291	340	149	69	408	76	128	626	299	284	1407	192
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	85	37	17	102	19	32	157	75	71	352	48
Total Analysis Volume [veh/h]	291	340	149	69	408	76	128	626	299	284	1407	192
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	27	0	0	27	0	7	22	0	19	34	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	44	0	0	44	0	11	26	0	20	35	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	7	22	22	16	31	31
g / C, Green / Cycle	0.44	0.44	0.44	0.44	0.08	0.25	0.25	0.18	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.31	0.18	0.09	0.35	0.07	0.17	0.19	0.16	0.39	0.12
s, saturation flow rate [veh/h]	926	1900	1615	1572	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	205	844	718	744	141	891	398	319	1246	556
d1, Uniform Delay [s]	34.23	16.92	15.30	21.53	41.19	30.92	31.38	36.24	29.50	21.95
k, delay calibration	0.50	0.50	0.50	0.50	0.27	0.11	0.26	0.24	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	214.81	1.43	0.66	6.63	36.62	1.03	6.68	16.80	60.73	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.42	0.40	0.21	0.74	0.91	0.70	0.75	0.89	1.13	0.35
d, Delay for Lane Group [s/veh]	249.04	18.35	15.96	28.16	77.80	31.95	38.07	53.04	90.23	22.32
Lane Group LOS	F	B	B	C	E	C	D	D	F	C
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	16.59	4.61	1.83	10.37	4.15	5.99	6.43	7.30	22.91	2.90
50th-Percentile Queue Length [ft/ln]	414.86	115.26	45.63	259.32	103.69	149.87	160.67	182.58	572.85	72.52
95th-Percentile Queue Length [veh/ln]	28.15	8.13	3.29	15.65	7.47	10.01	10.58	11.74	33.24	5.22
95th-Percentile Queue Length [ft/ln]	703.65	203.29	82.14	391.37	186.64	250.25	264.61	293.38	831.10	130.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	249.04	18.35	15.96	28.16	28.16	28.16	77.80	31.95	38.07	53.04	90.23	22.32
Movement LOS	F	B	B	C	C	C	E	C	D	D	F	C
d_A, Approach Delay [s/veh]	103.96			28.16			39.26			77.70		
Approach LOS	F			C			D			E		
d_I, Intersection Delay [s/veh]	66.60											
Intersection LOS	E											
Intersection V/C	0.811											

Emissions

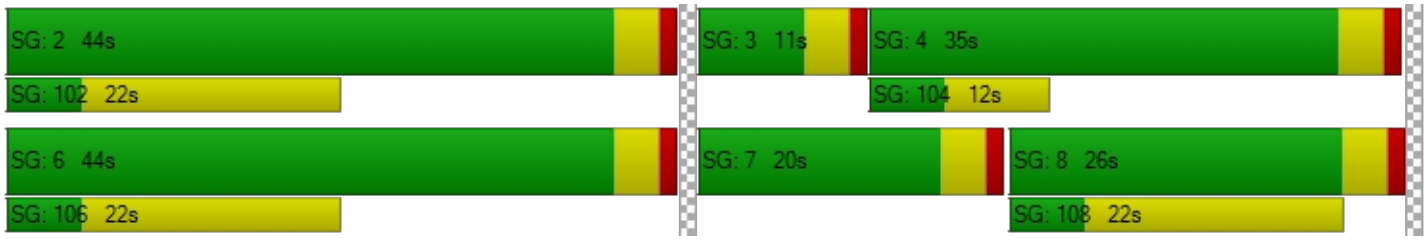
Vehicle Miles Traveled [mph]	109.95	128.46	56.30	277.84	64.76	316.70	151.27	142.12	704.12	96.08
Stops [stops/h]	663.78	184.41	73.01	414.92	165.90	479.58	257.07	292.13	1833.14	116.03
Fuel consumption [US gal/h]	26.77	7.97	3.32	17.85	5.98	20.13	10.26	11.03	69.06	5.45
CO [g/h]	1871.01	556.80	232.16	1247.81	417.71	1406.76	717.17	770.71	4827.44	381.21
NOx [g/h]	364.03	108.33	45.17	242.78	81.27	273.71	139.53	149.95	939.25	74.17
VOC [g/h]	433.62	129.04	53.81	289.19	96.81	326.03	166.21	178.62	1118.81	88.35

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.934	2.704	3.700	3.312
Crosswalk LOS	C	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	889	889	489	689
d_b, Bicycle Delay [s]	13.89	13.89	25.69	19.34
l_b,int, Bicycle LOS Score for Intersection	2.929	2.513	2.511	3.166
Bicycle LOS	C	B	B	C

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	75.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.902

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	281	1154	586	275	1035	342	413	806	143	496	946	401
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	102	89	0	20	102	117	187	0	0	0	0	41
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	147	0	0	115	0	0	36	0	0	111
Total Hourly Volume [veh/h]	383	1243	439	295	1137	344	600	806	107	496	946	331
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	311	110	74	284	86	150	202	27	124	237	83
Total Analysis Volume [veh/h]	383	1243	439	295	1137	344	600	806	107	496	946	331
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	38	0	8	32	0	9	32	0	16	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	44	0	15	36	0	18	39	0	22	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	45	45	11	37	37	14	30	30	18	34	34
g / C, Green / Cycle	0.16	0.38	0.38	0.09	0.31	0.31	0.12	0.25	0.25	0.15	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.21	0.24	0.27	0.08	0.31	0.12	0.17	0.22	0.07	0.14	0.18	0.20
s, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	2859	3514	3618	1615	3514	5176	1615
c, Capacity [veh/h]	287	1955	610	322	1125	889	410	895	399	527	1453	453
d1, Uniform Delay [s]	50.50	30.58	31.91	54.04	41.34	32.38	53.00	43.74	36.40	50.47	37.99	39.05
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.22	0.11	0.11	0.11	0.11	0.19
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	173.35	1.59	7.17	10.32	29.45	1.27	214.45	3.65	0.36	8.83	0.50	3.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.34	0.64	0.72	0.92	1.01	0.39	1.46	0.90	0.27	0.94	0.65	0.73
d, Delay for Lane Group [s/veh]	223.85	32.17	39.08	64.36	70.79	33.65	267.45	47.39	36.76	59.30	38.49	42.93
Lane Group LOS	F	C	D	E	F	C	F	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	22.13	9.65	11.56	4.76	20.43	3.95	18.27	11.74	2.53	7.86	8.04	9.09
50th-Percentile Queue Length [ft/ln]	553.33	241.14	289.01	119.07	510.70	98.67	456.74	293.56	63.35	196.60	200.97	227.25
95th-Percentile Queue Length [veh/ln]	33.84	14.74	17.14	8.34	28.04	7.10	28.95	17.36	4.56	12.46	12.69	14.03
95th-Percentile Queue Length [ft/ln]	845.96	368.48	428.41	208.55	700.91	177.61	723.75	434.05	114.04	311.57	317.21	350.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	223.85	32.17	39.08	64.36	70.79	33.65	267.45	47.39	36.76	59.30	38.49	42.93
Movement LOS	F	C	D	E	F	C	F	D	D	E	D	D
d_A, Approach Delay [s/veh]	69.19			62.53			133.91			45.14		
Approach LOS	E			E			F			D		
d_I, Intersection Delay [s/veh]	75.29											
Intersection LOS	E											
Intersection V/C	0.902											

Emissions

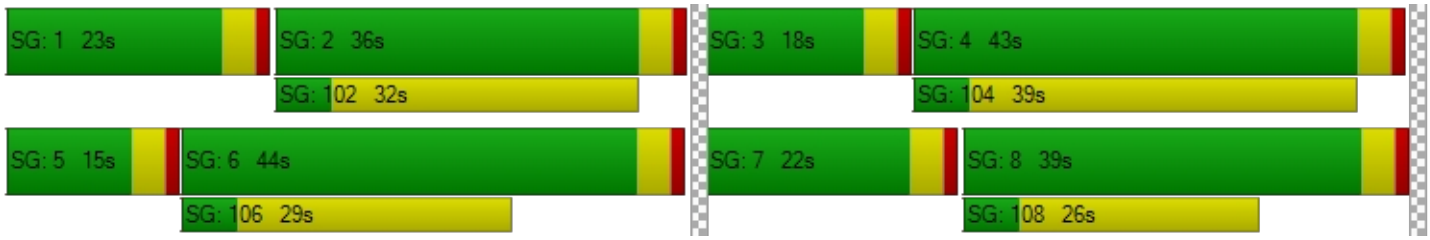
Vehicle Miles Traveled [mph]	144.19	467.96	165.27	147.23	567.45	171.68	133.64	179.52	23.83	250.93	478.59	167.46
Stops [stops/h]	664.00	868.11	346.81	285.77	1225.68	236.82	1096.17	704.53	76.03	471.84	723.47	272.69
Fuel consumption [US gal/h]	30.64	34.97	13.47	12.46	51.07	11.18	48.20	21.12	2.40	19.61	31.66	11.57
CO [g/h]	2141.88	2444.54	941.44	871.17	3569.57	781.82	3369.46	1476.53	167.82	1370.64	2213.02	808.67
NOx [g/h]	416.73	475.62	183.17	169.50	694.51	152.11	655.58	287.28	32.65	266.68	430.57	157.34
VOC [g/h]	496.40	566.55	218.19	201.90	827.28	181.19	780.91	342.20	38.89	317.66	512.89	187.42

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.679	3.707	3.398	3.479
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	533	583	650
d_b, Bicycle Delay [s]	26.67	32.27	30.10	27.34
l_b,int, Bicycle LOS Score for Intersection	2.776	3.120	2.838	2.596
Bicycle LOS	C	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	31.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.981

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	179	0	1676	1437	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	72	0	187	117	102
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	251	0	1863	1554	188
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	63	0	466	389	47
Total Analysis Volume [veh/h]	0	251	0	1863	1554	188
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.98	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	31.89	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	2.50	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	62.57	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.89		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.08					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	101.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.126

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	361	0	765	0	0	0	1014	1124	0	0	1147	673
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	162	0	0	0	0	25	0	0	167	22
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	232	0	0	0	0	0	0	0	0	174
Total Hourly Volume [veh/h]	361	0	695	0	0	0	1014	1149	0	0	1314	521
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	0	174	0	0	0	254	287	0	0	329	130
Total Analysis Volume [veh/h]	361	0	695	0	0	0	1014	1149	0	0	1314	521
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	5	42	0	0	33	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	25	0	0	0	0	59	95	0	0	36	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	120	120		120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	21	21		55	91	32	32
g / C, Green / Cycle	0.18	0.18		0.46	0.76	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.20	0.24		0.56	0.22	0.25	0.32
s, saturation flow rate [veh/h]	1810	2859		1810	5176	5176	1615
c, Capacity [veh/h]	317	500		829	3925	1380	431
d1, Uniform Delay [s]	49.50	49.50		32.50	4.50	43.25	44.00
k, delay calibration	0.50	0.50		0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	94.02	187.21		110.94	0.04	4.61	114.30
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.14	1.39		1.22	0.29	0.95	1.21
d, Delay for Lane Group [s/veh]	143.52	236.71		143.44	4.55	47.86	158.30
Lane Group LOS	F	F		F	A	D	F
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	17.54	20.33		48.09	2.34	12.98	26.07
50th-Percentile Queue Length [ft/ln]	438.61	508.31		1202.35	58.44	324.49	651.71
95th-Percentile Queue Length [veh/ln]	26.04	31.91		68.49	4.21	18.89	38.34
95th-Percentile Queue Length [ft/ln]	651.06	797.71		1712.33	105.19	472.21	958.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	143.52	143.52	236.71	0.00	0.00	0.00	143.44	4.55	0.00	0.00	47.86	158.30
Movement LOS	F	F	F				F	A			D	F
d_A, Approach Delay [s/veh]	204.85			0.00			69.66			79.21		
Approach LOS	F			A			E			E		
d_I, Intersection Delay [s/veh]	101.38											
Intersection LOS	F											
Intersection V/C	1.126											

Emissions

Vehicle Miles Traveled [mph]	62.75	120.81		84.01	95.19	72.22	28.64
Stops [stops/h]	526.33	1219.95		1442.82	210.37	1168.18	782.06
Fuel consumption [US gal/h]	17.96	49.78		46.78	6.54	26.86	25.49
CO [g/h]	1255.37	3479.83		3269.70	457.10	1877.41	1781.63
NOx [g/h]	244.25	677.05		636.16	88.93	365.27	346.64
VOC [g/h]	290.94	806.48		757.78	105.94	435.11	412.91

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.844	2.563	0.000	0.000
Crosswalk LOS	C	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	350	0	1517	533
d_b, Bicycle Delay [s]	40.84	60.00	3.50	32.27
l_b,int, Bicycle LOS Score for Intersection	3.685	4.132	2.749	2.665
Bicycle LOS	D	D	B	B

Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	17.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	502	1	182	0	696	277	541	798	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	25	0	0	0	0	0	167	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	46	0	0	69	0	0	0
Total Hourly Volume [veh/h]	0	0	0	527	1	136	0	696	208	708	798	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	132	0	34	0	174	52	177	200	0
Total Analysis Volume [veh/h]	0	0	0	527	1	136	0	696	208	708	798	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	33	0	5	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	26	0	20	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		19	19	19	14	14	15	33
g / C, Green / Cycle		0.31	0.31	0.31	0.24	0.24	0.25	0.56
(v / s)_i Volume / Saturation Flow Rate		0.15	0.15	0.08	0.17	0.18	0.20	0.15
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1694	3514	5176
c, Capacity [veh/h]		558	558	498	856	401	896	2890
d1, Uniform Delay [s]		16.81	16.81	15.67	20.97	21.26	20.85	6.92
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		2.86	2.86	1.35	1.07	2.86	1.61	0.05
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.47	0.47	0.27	0.70	0.75	0.79	0.28
d, Delay for Lane Group [s/veh]		19.67	19.67	17.03	22.04	24.12	22.46	6.97
Lane Group LOS		B	B	B	C	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		2.97	2.97	1.40	3.52	3.76	4.22	1.28
50th-Percentile Queue Length [ft/ln]		74.28	74.29	35.04	88.12	94.07	105.62	32.07
95th-Percentile Queue Length [veh/ln]		5.35	5.35	2.52	6.34	6.77	7.60	2.31
95th-Percentile Queue Length [ft/ln]		133.71	133.73	63.07	158.61	169.33	189.89	57.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	19.67	19.67	17.03	0.00	22.32	24.12	22.46	6.97	0.00
Movement LOS				B	B	B		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			19.13			22.74			14.25		
Approach LOS	A			B			C			B		
d_I, Intersection Delay [s/veh]	17.80											
Intersection LOS	B											
Intersection V/C	0.525											

Emissions

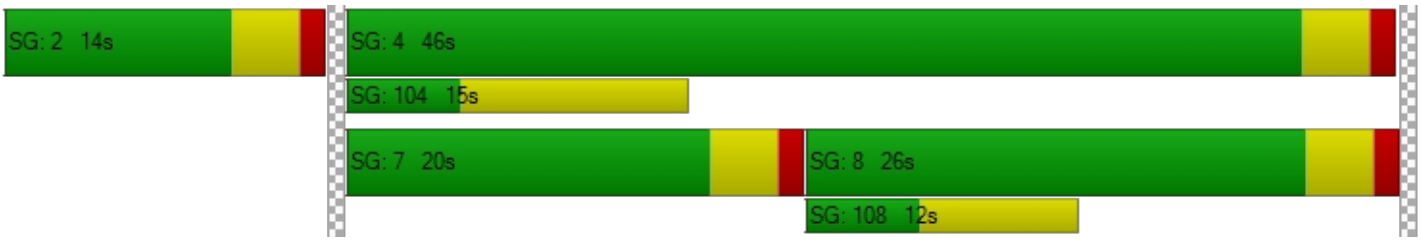
Vehicle Miles Traveled [mph]		22.83	22.83	11.76	159.73	79.86	58.66	66.11
Stops [stops/h]		178.28	178.30	84.10	422.96	225.78	506.98	230.92
Fuel consumption [US gal/h]		3.63	3.63	1.72	12.58	6.56	10.32	5.77
CO [g/h]		253.44	253.48	120.14	879.35	458.41	721.15	403.21
NOx [g/h]		49.31	49.32	23.37	171.09	89.19	140.31	78.45
VOC [g/h]		58.74	58.75	27.84	203.80	106.24	167.13	93.45

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.176	2.294	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	733	1400
d_b, Bicycle Delay [s]	30.00	20.83	12.03	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.731	2.095	2.388
Bicycle LOS	D	B	B	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	48.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.035

Intersection Setup

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	99	692	14	41	882	63	89	33	86	19	78	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	25	0	0	3	9	10	0	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	717	14	41	885	72	99	33	91	19	78	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	179	4	10	221	18	25	8	23	5	20	13
Total Analysis Volume [veh/h]	99	717	14	41	885	72	99	33	91	19	78	53
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	434	462	464	434	479	479	412	403
Degree of Utilization, x	0.23	0.79	0.79	0.09	1.03	1.02	0.54	0.37

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.87	7.14	7.09	0.31	14.44	14.01	3.13	1.69
95th-Percentile Queue Length [ft]	21.72	178.57	177.22	7.79	361.11	350.20	78.15	42.24
Approach Delay [s/veh]	31.49			74.14			21.58	17.14
Approach LOS	D			F			C	C
Intersection Delay [s/veh]	48.85							
Intersection LOS	E							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.638

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	2083	296	68	1489	238	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	191	10	5	97	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	77	0	0	0	48
Total Hourly Volume [veh/h]	2274	229	73	1586	247	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	569	57	18	397	62	36
Total Analysis Volume [veh/h]	2274	229	73	1586	247	142
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	16	0	5	25	27	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	25	44	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	4	50	12	12
g / C, Green / Cycle	0.60	0.60	0.06	0.72	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.46	0.46	0.04	0.31	0.14	0.09
s, saturation flow rate [veh/h]	3618	1812	1810	5176	1810	1615
c, Capacity [veh/h]	2176	1090	101	3700	309	276
d1, Uniform Delay [s]	10.31	10.30	32.50	4.10	27.86	26.38
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.65	5.13	9.16	0.36	4.74	1.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.77	0.72	0.43	0.80	0.51
d, Delay for Lane Group [s/veh]	12.96	15.43	41.66	4.47	32.61	27.86
Lane Group LOS	B	B	D	A	C	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.24	7.99	1.38	1.63	4.26	2.21
50th-Percentile Queue Length [ft/ln]	181.06	199.63	34.62	40.78	106.49	55.26
95th-Percentile Queue Length [veh/ln]	11.66	12.62	2.49	2.94	7.64	3.98
95th-Percentile Queue Length [ft/ln]	291.40	315.49	62.31	73.41	191.11	99.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.62	15.43	41.66	4.47	32.61	27.86
Movement LOS	B	B	D	A	C	C
d_A, Approach Delay [s/veh]	13.78		6.11		30.87	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	12.45					
Intersection LOS	B					
Intersection V/C	0.638					

Emissions

Vehicle Miles Traveled [mph]	724.51	362.26	27.48	597.09	123.98	71.28
Stops [stops/h]	744.93	410.67	71.21	251.68	219.07	113.68
Fuel consumption [US gal/h]	38.50	20.14	2.45	25.04	8.05	4.45
CO [g/h]	2691.08	1408.00	171.00	1750.18	563.02	310.81
NOx [g/h]	523.59	273.94	33.27	340.52	109.54	60.47
VOC [g/h]	623.68	326.32	39.63	405.62	130.49	72.03

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.444	2.218
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	429	1143	629
d_b, Bicycle Delay [s]	21.61	6.43	16.46
l_b,int, Bicycle LOS Score for Intersection	2.979	2.472	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	135.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.108

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	95	1536	13	458	1400	356	562	100	85	155	614	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	186	0	4	93	9	10	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	91	0	0	21	0	0	46
Total Hourly Volume [veh/h]	95	1722	10	462	1493	274	572	100	64	155	614	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	431	3	116	373	69	143	25	16	39	154	34
Total Analysis Volume [veh/h]	95	1722	10	462	1493	274	572	100	64	155	614	137
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	23	0	17	28	0	20	30	0	20	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	24	24	13	31	31	16	27	27	10	21	21
g / C, Green / Cycle	0.07	0.27	0.27	0.14	0.34	0.34	0.18	0.30	0.30	0.11	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.05	0.33	0.01	0.26	0.29	0.17	0.32	0.05	0.04	0.09	0.20	0.20
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	1900	1615	1810	1900	1782
c, Capacity [veh/h]	123	1385	432	261	1782	556	322	576	490	193	442	414
d1, Uniform Delay [s]	41.28	32.96	24.29	38.50	27.19	23.30	37.00	23.06	22.75	39.25	33.31	33.31
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.95	115.80	0.10	360.60	4.89	3.10	362.49	0.14	0.12	7.47	11.18	11.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	1.24	0.02	1.77	0.84	0.49	1.78	0.17	0.13	0.80	0.88	0.88
d, Delay for Lane Group [s/veh]	51.22	148.76	24.39	399.10	32.08	26.40	399.49	23.20	22.87	46.73	44.48	45.14
Lane Group LOS	D	F	C	F	C	C	F	C	C	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.32	24.14	0.16	31.63	9.77	4.71	39.04	1.48	0.94	3.59	8.98	8.50
50th-Percentile Queue Length [ft/ln]	57.97	603.48	4.00	790.65	244.23	117.69	975.99	37.09	23.47	89.64	224.52	212.48
95th-Percentile Queue Length [veh/ln]	4.17	36.27	0.29	49.70	14.90	8.27	61.06	2.67	1.69	6.45	13.90	13.28
95th-Percentile Queue Length [ft/ln]	104.35	906.66	7.21	1242.55	372.38	206.64	1526.42	66.77	42.24	161.35	347.39	332.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.22	148.76	24.39	399.10	32.08	26.40	399.49	23.20	22.87	46.73	44.73	45.14
Movement LOS	D	F	C	F	C	C	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	143.01			107.46			315.62			45.13		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	135.83											
Intersection LOS	F											
Intersection V/C	1.108											

Emissions

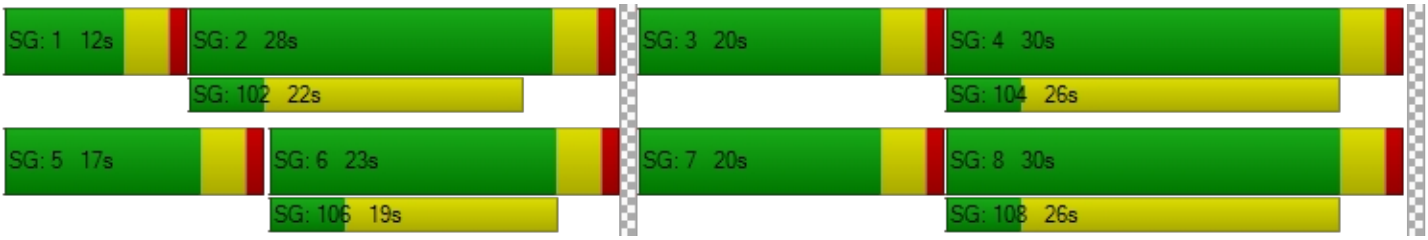
Vehicle Miles Traveled [mph]	27.47	497.99	2.89	88.72	286.69	52.61	64.47	11.27	7.21	19.57	48.93	45.89
Stops [stops/h]	92.75	2896.71	6.41	1265.05	1172.32	188.30	1561.58	59.35	37.55	143.42	359.24	339.97
Fuel consumption [US gal/h]	3.09	105.21	0.23	56.28	34.15	5.62	68.12	1.60	1.01	3.93	9.65	9.14
CO [g/h]	215.65	7354.04	15.97	3934.25	2387.16	392.63	4761.42	111.59	70.73	274.55	674.64	638.80
NOx [g/h]	41.96	1430.83	3.11	765.46	464.45	76.39	926.40	21.71	13.76	53.42	131.26	124.29
VOC [g/h]	49.98	1704.37	3.70	911.80	553.25	91.00	1103.51	25.86	16.39	63.63	156.35	148.05

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.383	3.733	2.867	2.756
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	533	578	578
d_b, Bicycle Delay [s]	28.01	24.20	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.566	2.836	2.809	2.345
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	49.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	66	257	128	21	75	55	200	1454	75	146	2310	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	8	8	0	18	0	0	0	18	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	14	0	0	23	0	0	36
Total Hourly Volume [veh/h]	74	265	102	21	93	41	200	1454	70	164	2310	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	66	26	5	23	10	50	364	18	41	578	27
Total Analysis Volume [veh/h]	74	265	102	21	93	41	200	1454	70	164	2310	109
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	6	29	0	5	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	39	0	9	36	0	17	48	0	24	55	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	37	37	3	34	34	13	51	51	13	51	51
g / C, Green / Cycle	0.05	0.31	0.31	0.02	0.28	0.28	0.11	0.43	0.43	0.11	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.10	0.01	0.03	0.03	0.11	0.28	0.04	0.09	0.45	0.07
s, saturation flow rate [veh/h]	1810	1900	1725	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	95	592	538	39	1015	453	196	2202	687	195	2200	686
d1, Uniform Delay [s]	56.14	31.58	31.68	58.11	31.87	31.86	53.50	27.54	20.70	52.51	34.50	21.27
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.41	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.58	1.43	1.64	10.94	0.18	0.39	63.47	0.34	0.06	9.28	25.82	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.32	0.33	0.54	0.09	0.09	1.02	0.66	0.10	0.84	1.05	0.16
d, Delay for Lane Group [s/veh]	68.72	33.01	33.32	69.05	32.05	32.25	116.97	27.89	20.77	61.79	60.32	21.38
Lane Group LOS	E	C	C	E	C	C	F	C	C	E	F	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.49	4.32	4.07	0.74	1.00	0.91	9.11	10.25	1.12	5.14	24.57	1.79
50th-Percentile Queue Length [ft/ln]	62.37	107.97	101.73	18.41	24.98	22.70	227.66	256.36	27.95	128.62	614.28	44.77
95th-Percentile Queue Length [veh/ln]	4.49	7.73	7.32	1.33	1.80	1.63	14.17	15.51	2.01	8.86	33.90	3.22
95th-Percentile Queue Length [ft/ln]	112.27	193.17	183.11	33.13	44.96	40.87	354.32	387.65	50.30	221.61	847.39	80.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.72	33.09	33.32	69.05	32.05	32.25	116.97	27.89	20.77	61.79	60.32	21.38
Movement LOS	E	C	C	E	C	C	F	C	C	E	F	C
d_A, Approach Delay [s/veh]	39.12			37.11			37.93			58.77		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	48.99											
Intersection LOS	D											
Intersection V/C	0.671											

Emissions

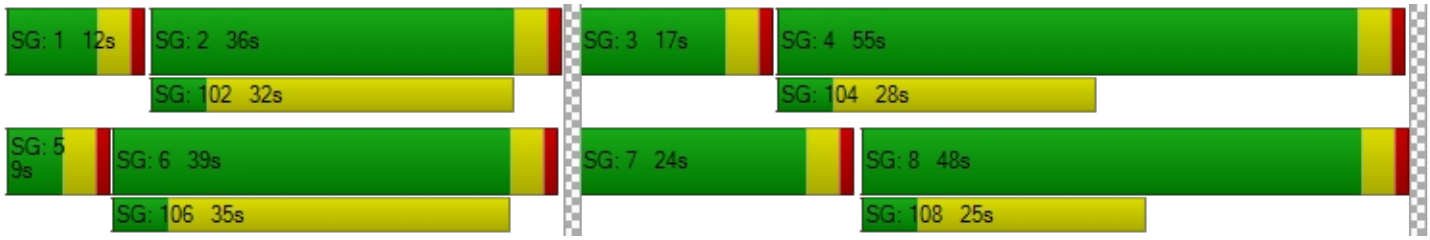
Vehicle Miles Traveled [mph]	42.97	110.23	102.90	3.68	16.28	7.18	22.68	164.90	7.94	40.99	577.31	27.24
Stops [stops/h]	74.85	129.56	122.07	22.09	59.95	27.24	273.20	922.89	33.54	154.34	2211.41	53.72
Fuel consumption [US gal/h]	3.44	6.66	6.25	0.70	1.91	0.85	10.59	30.91	1.18	6.30	88.74	2.38
CO [g/h]	240.35	465.82	436.61	48.63	133.51	59.69	740.47	2160.55	82.78	440.36	6202.82	166.60
NOx [g/h]	46.76	90.63	84.95	9.46	25.98	11.61	144.07	420.36	16.11	85.68	1206.84	32.41
VOC [g/h]	55.70	107.96	101.19	11.27	30.94	13.83	171.61	500.73	19.19	102.06	1437.56	38.61

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.605	2.678	3.729	3.737
Crosswalk LOS	B	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	733	850
d_b, Bicycle Delay [s]	30.10	32.27	24.07	19.84
l_b,int, Bicycle LOS Score for Intersection	1.951	1.699	2.520	3.000
Bicycle LOS	A	A	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	93	612	138	55	213	35	25	192	84	21	298	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	0	0	53	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	35	0	0	9	0	0	21	0	0	5
Total Hourly Volume [veh/h]	93	636	103	55	266	26	25	192	63	21	298	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	159	26	14	67	7	6	48	16	5	75	3
Total Analysis Volume [veh/h]	93	636	103	55	266	26	25	192	63	21	298	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	27	33	0	21	27	0	9	37	0	9	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	67	67	4	64	64	3	11	11	2	11	11
g / C, Green / Cycle	0.07	0.67	0.67	0.04	0.64	0.64	0.03	0.11	0.11	0.02	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.20	0.20	0.03	0.08	0.08	0.01	0.07	0.07	0.01	0.08	0.08
s, saturation flow rate [veh/h]	1810	1900	1809	1810	1900	1842	1810	1900	1745	1810	1900	1872
c, Capacity [veh/h]	121	1268	1207	73	1217	1180	45	210	192	40	204	201
d1, Uniform Delay [s]	45.89	6.91	6.91	47.52	7.00	7.01	48.18	42.49	42.62	48.37	43.40	43.43
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.73	0.60	0.63	14.81	0.20	0.21	9.95	2.99	3.64	10.12	5.88	6.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.30	0.30	0.76	0.12	0.12	0.55	0.62	0.65	0.52	0.77	0.77
d, Delay for Lane Group [s/veh]	55.62	7.51	7.54	62.33	7.21	7.22	58.14	45.48	46.27	58.48	49.29	49.55
Lane Group LOS	E	A	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.52	2.89	2.76	1.61	1.09	1.08	0.73	3.20	3.10	0.62	4.02	4.00
50th-Percentile Queue Length [ft/ln]	62.98	72.16	69.04	40.23	27.30	26.88	18.33	79.89	77.46	15.60	100.60	100.08
95th-Percentile Queue Length [veh/ln]	4.53	5.20	4.97	2.90	1.97	1.94	1.32	5.75	5.58	1.12	7.24	7.21
95th-Percentile Queue Length [ft/ln]	113.37	129.89	124.27	72.41	49.14	48.39	33.00	143.81	139.42	28.08	181.07	180.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.62	7.52	7.54	62.33	7.21	7.22	58.14	45.73	46.27	58.48	49.41	49.55
Movement LOS	E	A	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	12.90			15.95			46.96			49.99		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	25.69											
Intersection LOS	C											
Intersection V/C	0.326											

Emissions

Vehicle Miles Traveled [mph]	46.22	188.05	179.21	31.94	85.57	84.01	1.10	5.74	5.50	10.53	78.31	77.66
Stops [stops/h]	90.70	103.91	99.42	57.93	39.31	38.71	26.40	115.04	111.54	22.46	144.86	144.12
Fuel consumption [US gal/h]	3.76	8.32	7.93	2.51	3.64	3.57	0.54	2.29	2.22	0.82	5.64	5.61
CO [g/h]	263.13	581.31	554.49	175.63	254.29	249.79	37.49	160.02	155.38	57.34	394.27	391.81
NOx [g/h]	51.20	113.10	107.88	34.17	49.48	48.60	7.29	31.13	30.23	11.16	76.71	76.23
VOC [g/h]	60.98	134.72	128.51	40.70	58.93	57.89	8.69	37.09	36.01	13.29	91.38	90.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.718	2.622	2.502	2.478
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	580	460	660	660
d_b, Bicycle Delay [s]	25.21	29.65	22.45	22.45
l_b,int, Bicycle LOS Score for Intersection	2.275	1.853	1.808	1.838
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	22.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.348

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	100.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	44	656	100	26	99	18	7	77	32	199	177	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	0	0	53	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	25	0	0	5	0	0	8	0	0	34
Total Hourly Volume [veh/h]	44	680	75	26	152	13	7	77	24	199	177	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	170	19	7	38	3	2	19	6	50	44	25
Total Analysis Volume [veh/h]	44	680	75	26	152	13	7	77	24	199	177	100
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	21	26	0	25	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	50	50	2	50	50	1	9	9	12	20	20
g / C, Green / Cycle	0.04	0.56	0.56	0.03	0.55	0.55	0.01	0.10	0.10	0.13	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.20	0.20	0.01	0.04	0.01	0.00	0.02	0.01	0.11	0.05	0.06
s, saturation flow rate [veh/h]	1810	1900	1835	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	67	1064	1027	48	1988	888	19	374	167	239	814	363
d1, Uniform Delay [s]	42.75	10.91	10.92	43.24	9.53	9.20	44.25	36.97	36.73	38.09	28.42	28.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.22	0.95	0.99	8.91	0.07	0.03	11.96	0.27	0.39	7.38	0.13	0.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.36	0.36	0.54	0.08	0.01	0.37	0.21	0.14	0.83	0.22	0.28
d, Delay for Lane Group [s/veh]	52.98	11.87	11.90	52.15	9.60	9.23	56.21	37.24	37.12	45.47	28.55	29.21
Lane Group LOS	D	B	B	D	A	A	E	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.15	4.17	4.05	0.67	0.63	0.11	0.21	0.76	0.48	4.55	1.49	1.73
50th-Percentile Queue Length [ft/ln]	28.67	104.37	101.16	16.69	15.74	2.70	5.28	18.90	11.94	113.64	37.15	43.16
95th-Percentile Queue Length [veh/ln]	2.06	7.51	7.28	1.20	1.13	0.19	0.38	1.36	0.86	8.04	2.68	3.11
95th-Percentile Queue Length [ft/ln]	51.60	187.87	182.09	30.05	28.33	4.86	9.50	34.03	21.50	201.06	66.88	77.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.98	11.88	11.90	52.15	9.60	9.23	56.21	37.24	37.12	45.47	28.55	29.21
Movement LOS	D	B	B	D	A	A	E	D	D	D	C	C
d_A, Approach Delay [s/veh]	14.15			15.37			38.44			35.76		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	22.50											
Intersection LOS	C											
Intersection V/C	0.348											

Emissions

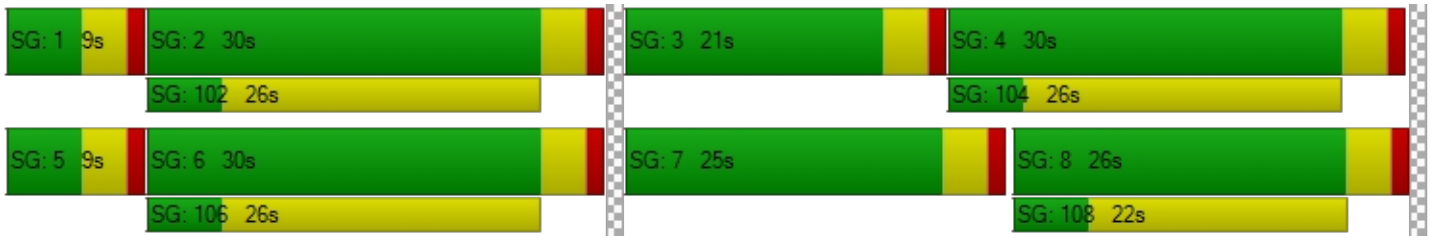
Vehicle Miles Traveled [mph]	21.99	191.90	185.50	12.92	75.54	6.46	1.17	12.85	4.01	85.66	76.19	43.05
Stops [stops/h]	45.87	166.99	161.86	26.71	50.36	4.32	8.44	60.49	19.11	181.83	118.89	69.05
Fuel consumption [US gal/h]	1.63	9.75	9.43	1.05	3.51	0.30	0.23	1.78	0.56	7.04	5.12	2.93
CO [g/h]	114.16	681.50	659.13	73.46	245.52	20.94	15.73	124.15	38.88	491.99	357.76	204.71
NOx [g/h]	22.21	132.59	128.24	14.29	47.77	4.07	3.06	24.15	7.56	95.72	69.61	39.83
VOC [g/h]	26.46	157.94	152.76	17.03	56.90	4.85	3.65	28.77	9.01	114.02	82.91	47.44

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.572	2.815	2.552	2.677
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	489	578
d_b, Bicycle Delay [s]	22.76	22.76	25.69	22.76
l_b,int, Bicycle LOS Score for Intersection	2.239	1.721	1.655	1.980
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	67.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.865

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	180	1031	61	182	870	288	446	884	120	61	757	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	0	58	7	27	76	0	0	0	0	91
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	79	0	0	30	0	0	38
Total Hourly Volume [veh/h]	180	1049	46	240	877	236	522	884	90	61	757	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	262	12	60	219	59	131	221	23	15	189	29
Total Analysis Volume [veh/h]	180	1049	46	240	877	236	522	884	90	61	757	114
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	26	0	13	26	0	25	41	0	10	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	22	22	9	22	22	21	39	39	4	22	22
g / C, Green / Cycle	0.10	0.24	0.24	0.10	0.24	0.24	0.23	0.43	0.43	0.04	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.10	0.20	0.20	0.13	0.24	0.15	0.29	0.26	0.26	0.03	0.23	0.23
s, saturation flow rate [veh/h]	1810	3618	1859	1810	3618	1615	1810	1900	1839	1810	1900	1814
c, Capacity [veh/h]	181	884	455	181	884	395	422	822	796	81	464	443
d1, Uniform Delay [s]	40.48	32.11	32.11	40.50	33.91	30.09	34.50	19.54	19.60	42.48	33.56	33.56
k, delay calibration	0.35	0.50	0.50	0.50	0.50	0.50	0.50	0.16	0.17	0.11	0.41	0.41
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	54.98	8.30	15.04	179.85	28.34	6.54	125.27	1.07	1.16	12.91	28.80	29.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.99	0.82	0.82	1.33	0.99	0.60	1.24	0.60	0.60	0.75	0.96	0.96
d, Delay for Lane Group [s/veh]	95.46	40.40	47.15	220.35	62.25	36.63	159.77	20.61	20.76	55.39	62.35	63.21
Lane Group LOS	F	D	D	F	E	D	F	C	C	E	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.55	7.94	9.02	12.85	12.35	4.95	23.54	7.59	7.46	1.60	12.90	12.42
50th-Percentile Queue Length [ft/ln]	163.71	198.60	225.53	321.18	308.76	123.81	588.38	189.83	186.51	40.09	322.45	310.55
95th-Percentile Queue Length [veh/ln]	10.75	12.57	13.95	20.67	18.11	8.60	35.20	12.11	11.94	2.89	18.79	18.20
95th-Percentile Queue Length [ft/ln]	268.63	314.16	348.68	516.79	452.85	215.06	879.91	302.81	298.49	72.15	469.70	455.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	95.46	42.50	47.15	220.35	62.25	36.63	159.77	20.68	20.76	55.39	62.70	63.21
Movement LOS	F	D	D	F	E	D	F	C	C	E	E	E
d_A, Approach Delay [s/veh]	50.14			85.82			69.22			62.29		
Approach LOS	D			F			E			E		
d_I, Intersection Delay [s/veh]	67.57											
Intersection LOS	E											
Intersection V/C	0.865											

Emissions

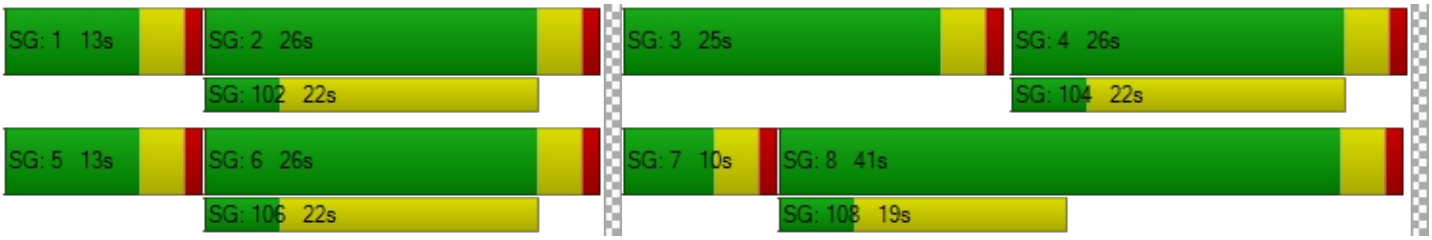
Vehicle Miles Traveled [mph]	12.90	51.81	26.64	69.41	253.62	68.25	48.39	45.67	44.62	7.23	52.84	50.46
Stops [stops/h]	261.94	635.53	360.85	513.89	988.03	198.10	941.40	303.73	298.41	64.14	515.93	496.87
Fuel consumption [US gal/h]	7.20	15.62	8.97	19.53	32.09	6.56	25.89	6.09	5.98	1.45	11.55	11.13
CO [g/h]	502.94	1092.08	626.83	1365.05	2242.86	458.65	1809.99	425.76	417.92	101.05	807.15	778.15
NOx [g/h]	97.85	212.48	121.96	265.59	436.38	89.24	352.16	82.84	81.31	19.66	157.04	151.40
VOC [g/h]	116.56	253.10	145.27	316.36	519.81	106.30	419.48	98.67	96.86	23.42	187.07	180.34

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.048	3.367	2.976	2.846
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	822	489
d_b, Bicycle Delay [s]	25.69	25.69	15.61	25.69
l_b,int, Bicycle LOS Score for Intersection	2.269	2.741	2.819	2.360
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	403	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	176	192	120	26	35	100
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	7	0	25
Total Hourly Volume [veh/h]	176	595	607	19	35	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	149	152	5	9	19
Total Analysis Volume [veh/h]	176	595	607	19	35	75
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	10	10	0	5	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	50	30	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	67	54	54	5	5	5
g / C, Green / Cycle	0.12	0.84	0.67	0.67	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.10	0.11	0.12	0.01	0.02	0.02	0.02
s, saturation flow rate [veh/h]	1810	5176	5176	1615	1810	1615	1615
c, Capacity [veh/h]	217	4352	3472	1083	107	96	96
d1, Uniform Delay [s]	34.31	1.15	4.91	4.39	36.10	36.25	36.25
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.07	0.07	0.11	0.03	1.75	2.60	2.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.14	0.17	0.02	0.33	0.39	0.39
d, Delay for Lane Group [s/veh]	41.38	1.21	5.02	4.42	37.86	38.85	38.85
Lane Group LOS	D	A	A	A	D	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.54	0.03	0.89	0.08	0.70	0.76	0.76
50th-Percentile Queue Length [ft/ln]	88.62	0.66	22.22	2.01	17.41	19.05	19.05
95th-Percentile Queue Length [veh/ln]	6.38	0.05	1.60	0.14	1.25	1.37	1.37
95th-Percentile Queue Length [ft/ln]	159.51	1.19	39.99	3.62	31.33	34.29	34.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.38	1.21	5.02	4.42	37.86	38.85
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	10.38		5.00		38.54	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	10.20					
Intersection LOS	B					
Intersection V/C	0.238					

Emissions

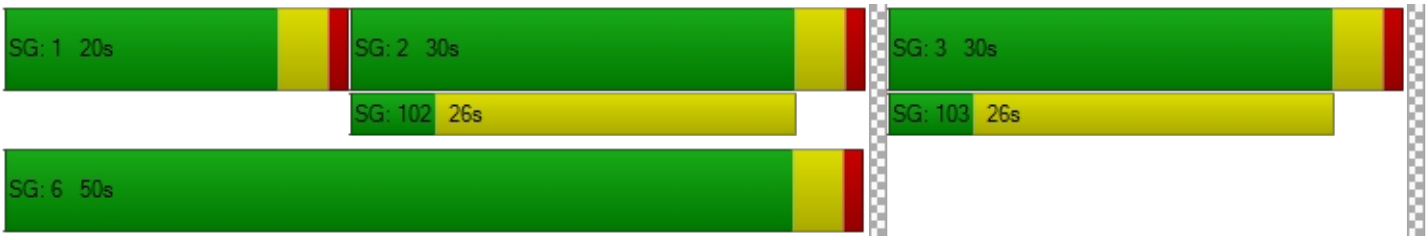
Vehicle Miles Traveled [mph]	27.10	91.63	39.02	1.22	2.75	2.95	2.95
Stops [stops/h]	159.51	3.56	119.98	3.62	31.33	34.29	34.29
Fuel consumption [US gal/h]	4.39	3.33	3.45	0.10	0.56	0.61	0.61
CO [g/h]	307.17	232.89	241.13	7.27	38.87	42.46	42.46
NOx [g/h]	59.76	45.31	46.91	1.41	7.56	8.26	8.26
VOC [g/h]	71.19	53.97	55.88	1.68	9.01	9.84	9.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.898	2.863	2.397
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1150	650	650
d_b, Bicycle Delay [s]	7.23	18.23	18.23
l_b,int, Bicycle LOS Score for Intersection	1.984	1.908	1.782
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	58	5	30	148	52	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	5	30	148	52	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	1	8	37	13	6
Total Analysis Volume [veh/h]	58	5	30	148	52	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	774	685	758	646	823
Degree of Utilization, x	0.08	0.04	0.20	0.08	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.26	0.14	0.72	0.26	0.08
95th-Percentile Queue Length [ft]	6.62	3.43	18.04	6.55	2.06
Approach Delay [s/veh]	8.06	8.53		8.30	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	8.38				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	317	121	91	174	91	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	102	0	59	24	49	113
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	30	0	0	0	43
Total Hourly Volume [veh/h]	419	91	150	198	140	127
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	23	38	50	35	32
Total Analysis Volume [veh/h]	419	91	150	198	140	127
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	27	0	11	42	10	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	31	0	15	46	14	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	35	35	6	45	7	7
g / C, Green / Cycle	0.58	0.58	0.11	0.75	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.22	0.06	0.08	0.05	0.08	0.08
s, saturation flow rate [veh/h]	1900	1615	1810	3618	1810	1615
c, Capacity [veh/h]	1101	936	195	2727	204	182
d1, Uniform Delay [s]	6.81	5.63	26.03	1.92	25.60	25.63
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.00	0.21	6.21	0.05	4.06	4.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.38	0.10	0.77	0.07	0.69	0.70
d, Delay for Lane Group [s/veh]	7.81	5.83	32.24	1.97	29.65	30.40
Lane Group LOS	A	A	C	A	C	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.15	0.38	2.30	0.15	2.04	1.88
50th-Percentile Queue Length [ft/ln]	53.64	9.60	57.48	3.65	50.94	47.08
95th-Percentile Queue Length [veh/ln]	3.86	0.69	4.14	0.26	3.67	3.39
95th-Percentile Queue Length [ft/ln]	96.56	17.27	103.47	6.57	91.69	84.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.81	5.83	32.24	1.97	29.65	30.40
Movement LOS	A	A	C	A	C	C
d_A, Approach Delay [s/veh]	7.46		15.02		30.01	
Approach LOS	A		B		C	
d_I, Intersection Delay [s/veh]	15.15					
Intersection LOS	B					
Intersection V/C	0.382					

Emissions

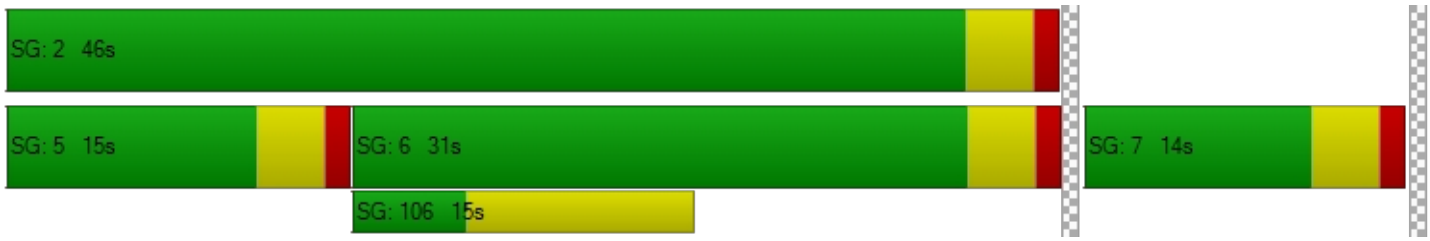
Vehicle Miles Traveled [mph]	77.32	16.79	6.27	8.27	8.88	8.05
Stops [stops/h]	128.74	23.03	137.96	17.51	122.26	112.98
Fuel consumption [US gal/h]	4.92	0.97	2.00	0.52	1.89	1.74
CO [g/h]	343.73	67.81	140.11	36.13	131.81	121.71
NOx [g/h]	66.88	13.19	27.26	7.03	25.65	23.68
VOC [g/h]	79.66	15.71	32.47	8.37	30.55	28.21

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.171
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	1400	333
d_b, Bicycle Delay [s]	9.08	2.70	20.83
l_b,int, Bicycle LOS Score for Intersection	2.451	1.847	1.560
Bicycle LOS	B	A	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	0	0	2	0	6	3	0	16	3
Total Analysis Volume [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.41	0.00	0.00	8.52	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.64	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.41			8.52			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.19											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	15	15	0	4	3	4	3	29	10	11
Total Analysis Volume [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.06	0.11	0.00	0.02	0.01	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	11.55	12.20	8.74	12.67	12.58	9.42	7.38	0.00	0.00	7.42	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.29	0.45	0.45	0.45	0.02	0.00	0.00	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.19	7.19	7.19	11.24	11.24	11.24	0.50	0.00	0.00	5.84	0.00	0.00
d_A, Approach Delay [s/veh]	9.38			11.96			2.17			4.28		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.65											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	403	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	368	221	0	0	43
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	771	708	0	0	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	193	177	0	0	11
Total Analysis Volume [veh/h]	0	771	708	0	0	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.06
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.30
d_A, Approach Delay [s/veh]	0.00		0.00		12.06	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	52	0	0	200	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	0	0	200	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	0	50	0	3
Total Analysis Volume [veh/h]	52	0	0	200	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.56
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.82
d_A, Approach Delay [s/veh]	0.00		0.00		8.56	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	403	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	227	102	15	0	44
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	630	589	15	0	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	158	147	4	0	11
Total Analysis Volume [veh/h]	0	630	589	15	0	44
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.44
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.24
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.88
d_A, Approach Delay [s/veh]	0.00		0.00		11.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.126

Intersection Setup

Name	Perris Blvd			Perris Blvd			Commercial Driveway 8					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Commercial Driveway 8					
Base Volume Input [veh/h]	0	403	14	0	487	0	0	0	0	0	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	76	151	0	0	83	51	0	0	35	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	554	14	0	570	51	0	0	35	0	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	139	4	0	143	13	0	0	9	0	0	2
Total Analysis Volume [veh/h]	76	554	14	0	570	51	0	0	35	0	0	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.06	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	11.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.24	0.00	0.00	10.95
Movement LOS	B	A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	10.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.54	0.00	0.00	0.87
d_A, Approach Delay [s/veh]	1.40			0.00			11.24			10.95		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.05											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Signalized	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.280

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	55	0	7	70	388	0	1	523	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	78	0	0	0	0	119	5	102	201	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	20	0	0	2	0	0	1	0	0	11
Total Hourly Volume [veh/h]	9	0	58	55	0	5	70	507	4	103	724	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	15	14	0	1	18	127	1	26	181	8
Total Analysis Volume [veh/h]	9	0	58	55	0	5	70	507	4	103	724	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	10	0	25	13	0	35	23	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	14	0	29	16	0	30	17	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	7	4	37	37	5	38	38
g / C, Green / Cycle	0.11	0.11	0.06	0.61	0.61	0.08	0.63	0.63
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.04	0.13	0.13	0.06	0.20	0.20
s, saturation flow rate [veh/h]	1642	1610	1810	1900	1895	1810	1900	1872
c, Capacity [veh/h]	253	296	109	1159	1156	140	1192	1174
d1, Uniform Delay [s]	24.63	24.46	27.56	5.28	5.28	27.07	5.21	5.21
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.55	0.33	6.19	0.44	0.44	7.21	0.71	0.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.20	0.64	0.22	0.22	0.73	0.32	0.32
d, Delay for Lane Group [s/veh]	25.18	24.79	33.75	5.71	5.72	34.28	5.92	5.93
Lane Group LOS	C	C	C	A	A	C	A	A
Critical Lane Group	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.87	0.77	1.07	1.00	1.00	1.57	1.48	1.46
50th-Percentile Queue Length [ft/ln]	21.77	19.18	26.74	25.08	25.03	39.32	37.05	36.59
95th-Percentile Queue Length [veh/ln]	1.57	1.38	1.93	1.81	1.80	2.83	2.67	2.63
95th-Percentile Queue Length [ft/ln]	39.18	34.53	48.14	45.14	45.06	70.77	66.69	65.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.18	25.18	25.18	24.79	24.79	24.79	33.75	5.72	5.72	34.28	5.92	5.93
Movement LOS	C	C	C	C	C	C	C	A	A	C	A	A
d_A, Approach Delay [s/veh]	25.18			24.79			9.09			9.32		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	10.51											
Intersection LOS	B											
Intersection V/C	0.280											

Emissions

Vehicle Miles Traveled [mph]	1.58	1.42	6.41	23.43	23.38	10.13	37.46	36.92
Stops [stops/h]	52.24	46.04	64.19	60.19	60.08	94.36	88.92	87.83
Fuel consumption [US gal/h]	0.70	0.62	1.50	1.85	1.85	2.24	2.85	2.81
CO [g/h]	48.73	43.02	104.75	129.25	128.98	156.51	199.11	196.44
NOx [g/h]	9.48	8.37	20.38	25.15	25.09	30.45	38.74	38.22
VOC [g/h]	11.29	9.97	24.28	29.95	29.89	36.27	46.15	45.53

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	1.819	1.784	0.000	0.000
Crosswalk LOS	A	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	333	400	433
d_b, Bicycle Delay [s]	20.83	20.83	19.20	18.41
l_b,int, Bicycle LOS Score for Intersection	1.703	1.662	2.040	2.277
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	370	0	0	530
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	116	5	0	210
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	8	486	5	0	740
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	122	1	0	185
Total Analysis Volume [veh/h]	0	8	486	5	0	740
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	9.78	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.80	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.78		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	21	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	4	334	35	59	108
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	4	355	35	59	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	89	9	15	27
Total Analysis Volume [veh/h]	12	4	355	35	59	108
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	13.23	9.62	0.00	0.00	8.21	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.16	0.00
95th-Percentile Queue Length [ft/ln]	2.44	2.44	0.00	0.00	3.94	0.00
d_A, Approach Delay [s/veh]	12.33		0.00		2.90	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.19					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	21	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	94	99	0	305
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	16	115	99	0	305
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	29	25	0	76
Total Analysis Volume [veh/h]	0	16	115	99	0	305
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.93	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.31	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.93		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	3.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.083

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	250	0	36	109	0	36
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	9
Total Hourly Volume [veh/h]	0	250	0	36	109	0	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	63	0	9	27	0	7
Total Analysis Volume [veh/h]	0	250	0	36	109	0	27
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	50	50	50	2
g / C, Green / Cycle	0.83	0.83	0.83	0.83	0.83	0.03
(v / s)_i Volume / Saturation Flow Rate	0.00	0.07	0.07	0.03	0.03	0.02
s, saturation flow rate [veh/h]	1305	1900	1900	1148	3618	1615
c, Capacity [veh/h]	1143	1584	1584	1011	3015	54
d1, Uniform Delay [s]	0.00	0.89	0.89	1.55	0.86	28.52
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.10	0.10	0.07	0.02	7.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.08	0.08	0.04	0.04	0.50
d, Delay for Lane Group [s/veh]	0.00	0.99	0.99	1.62	0.88	35.64
Lane Group LOS	A	A	A	A	A	D
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.04	0.04	0.05	0.01	0.47
50th-Percentile Queue Length [ft/ln]	0.00	1.07	1.07	1.35	0.23	11.75
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.08	0.10	0.02	0.85
95th-Percentile Queue Length [ft/ln]	0.00	1.93	1.93	2.42	0.42	21.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.99	0.99	1.62	0.88	0.00	35.64
Movement LOS	A	A	A	A	A		D
d_A, Approach Delay [s/veh]	0.99			1.06		35.64	
Approach LOS	A			A		D	
d_I, Intersection Delay [s/veh]	3.23						
Intersection LOS	A						
Intersection V/C	0.083						

Emissions

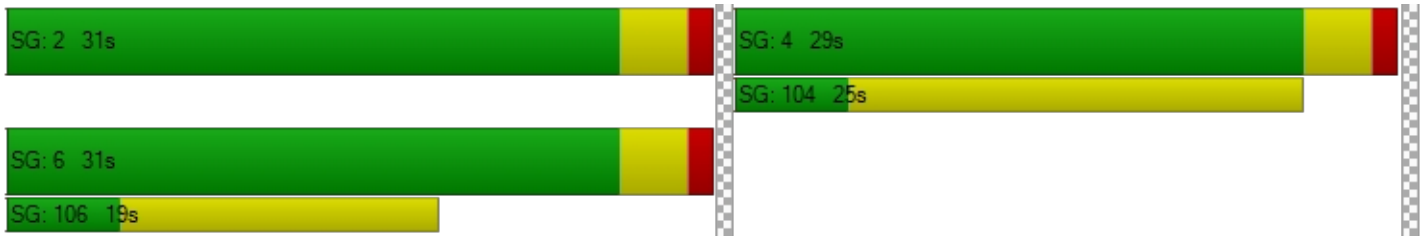
Vehicle Miles Traveled [mph]	0.00	11.36	11.36	1.41	4.28	2.42
Stops [stops/h]	0.00	2.57	2.57	3.23	1.13	28.20
Fuel consumption [US gal/h]	0.00	0.45	0.45	0.09	0.20	0.45
CO [g/h]	0.00	31.21	31.21	6.14	14.12	31.55
NOx [g/h]	0.00	6.07	6.07	1.20	2.75	6.14
VOC [g/h]	0.00	7.23	7.23	1.42	3.27	7.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.386	2.365	2.008
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.766	1.679	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	215	14	0	81
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	215	14	0	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	54	4	0	20
Total Analysis Volume [veh/h]	0	5	215	14	0	81
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.92	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.41	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.92		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	4	878	0	12	158
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	4	878	0	12	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	220	0	3	40
Total Analysis Volume [veh/h]	5	4	878	0	12	158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	19.92	11.61	0.00	0.00	9.70	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	2.10	2.10	0.00	0.00	1.17	0.00
d_A, Approach Delay [s/veh]	16.23		0.00		0.68	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frontage Rd		Frontage Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	286	0	9	146	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	286	0	9	146	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	0	2	37	0	1
Total Analysis Volume [veh/h]	286	0	9	146	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.82	0.00	0.00	9.08
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.53	0.00	0.00	0.17
d_A, Approach Delay [s/veh]	0.00		0.45		9.08	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	219	15	0	109	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	219	15	0	109	0	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	4	0	27	0	8
Total Analysis Volume [veh/h]	219	15	0	109	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.05
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	2.61
d_A, Approach Delay [s/veh]	0.00		0.00		9.05	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	232	0	12	97	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	232	0	12	97	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	0	3	24	0	1
Total Analysis Volume [veh/h]	232	0	12	97	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.70	0.00	0.00	8.92
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.85		8.92	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	217	6	3	94	9	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	6	3	94	9	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	2	1	24	2	4
Total Analysis Volume [veh/h]	217	6	3	94	9	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	10.29	9.01
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.17	0.00	2.16	2.16
d_A, Approach Delay [s/veh]	0.00		0.24		9.51	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.70					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	7.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	223	0	2	101	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	223	0	2	101	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	1	25	0	0
Total Analysis Volume [veh/h]	223	0	2	101	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	0.00	8.88
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.11	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.15		8.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	220	0	12	89	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	220	0	12	89	0	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	3	22	0	1
Total Analysis Volume [veh/h]	220	0	12	89	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.67	0.00	0.00	8.89
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.00	0.00	0.24
d_A, Approach Delay [s/veh]	0.00		0.91		8.89	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.084

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	47	0	0	0	0	0	0	59	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	35	0	0	158	9	4	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	35	47	0	158	9	4	0	4	59	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	9	12	0	40	2	1	0	1	15	0	0
Total Analysis Volume [veh/h]	12	35	47	0	158	9	4	0	4	59	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.08	0.00	0.00
d_M, Delay for Movement [s/veh]	7.55	0.00	0.00	7.36	0.00	0.00	10.14	0.00	9.10	10.60	11.00	9.02
Movement LOS	A	A	A	A	A	A	B		A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.00	0.00	0.00	0.03	0.00	0.03	0.27	0.27	0.27
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.56	0.00	0.00	0.00	0.77	0.00	0.77	6.87	6.87	6.87
d_A, Approach Delay [s/veh]	0.96			0.00			9.62			10.60		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.42											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	34	0	51	143	6	8	0	2	22	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	34	0	51	143	6	8	0	2	22	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	9	0	13	36	2	2	0	1	6	0	3
Total Analysis Volume [veh/h]	6	34	0	51	143	6	8	0	2	22	0	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	7.50	0.00	0.00	7.34	0.00	0.00	10.83	0.00	9.05	10.89	0.00	8.68
Movement LOS	A	A	A	A	A	A	B		A	B		A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.10	0.00	0.00	0.05	0.00	0.05	0.14	0.00	0.14
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.25	2.48	0.00	0.00	1.14	0.00	1.14	3.54	0.00	3.54
d_A, Approach Delay [s/veh]	1.12			1.87			10.47			10.15		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.04											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	218	0	7	82	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	0	7	82	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	2	21	0	1
Total Analysis Volume [veh/h]	218	0	7	82	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.65	0.00	0.00	8.88
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.39	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.60		8.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	212	3	0	82	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	3	0	82	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	1	0	21	0	2
Total Analysis Volume [veh/h]	212	3	0	82	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.89
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.57
d_A, Approach Delay [s/veh]	0.00		0.00		8.89	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	14	44	159	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	14	44	159	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	4	11	40	1
Total Analysis Volume [veh/h]	3	3	14	44	159	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.82	9.08	7.53	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.59	0.59	0.00	0.00
d_A, Approach Delay [s/veh]	9.45		1.82		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.72					
Intersection LOS	A					

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Harvest Landing

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Report File: C:\...\GP PP PM.pdf

Scenario 4 GP PP PM
10/14/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	NB Left	1.062	139.4	F
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	SB Left	1.081	226.2	F
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	1.395	251.1	F
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	NB Left	0.914	68.8	E
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	NB Thru	0.960	78.2	E
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	WB Left	0.614	17.0	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	EB Left	0.563	33.3	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	SB Thru	0.813	46.8	D
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	NB Left	0.646	33.0	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Left	3.293	362.2	F
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	EB Left	1.300	242.1	F
12	Placentia Ave/Barrett Ave	Signalized	HCM 7th Edition	EB Left	0.434	26.6	C
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	NB Left	0.777	50.7	D
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	NB Left	1.514	283.2	F
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.807	18.3	B
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.742	66.6	E
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.529	37.2	D

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Thru	0.984	116.6	F
19	Orange Ave/Barrett Ave	Signalized	HCM 7th Edition	SB Left	0.406	16.8	B
20	Orange Ave/Indian Ave	Signalized	HCM 7th Edition	EB Left	0.349	12.8	B
21	Orange Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.628	317.4	F
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Right	1.380	94.2	F
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Left	0.957	95.0	F
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	NB Left	0.578	33.0	C
25	Nuevo Rd/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.818	69.3	E
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.883	68.4	E
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	2.449	190.4	F
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	NB Right	0.725	26.4	C
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.920	86.6	F
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	NB Thru	0.635	18.0	C
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.431	7.5	A
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	EB Left	1.078	111.6	F
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	NB Left	0.723	50.1	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	NB Left	0.492	26.8	C
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	WB Left	0.441	31.3	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Left	0.775	53.0	D
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	EB Right	0.294	12.8	B
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	WB Left	0.209	8.6	A

39	Barrett Ave/I-215 Frontage Road	Signalized	HCM 7th Edition	WB Left	0.309	15.0	B
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Right	0.013	8.6	A
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Left	0.202	15.1	C
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.131	13.5	B
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition	WB Right	0.018	9.0	A
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.116	12.3	B
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	NB Left	0.172	13.0	B
46	Commercial Driveway 9/Orange Ave	Signalized	HCM 7th Edition	EB Left	0.459	14.6	B
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.019	10.7	B
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.041	12.0	B
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.038	9.7	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition	WB Right	0.074	3.0	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.010	8.7	A
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.024	13.9	B
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.8	A
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.060	8.8	A
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.6	A
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.023	9.8	A
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	SB Left	0.001	7.4	A
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.5	A
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.164	11.6	B

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.053	11.4	B
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.5	A
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.013	8.5	A
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.007	9.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	139.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.062

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	457	2194	524	244	1754	83	119	765	267	354	706	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	31	25	0	15	0	0	0	5	15	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	137	0	0	21	0	0	68	0	0	35
Total Hourly Volume [veh/h]	469	2225	412	244	1769	62	119	765	204	369	706	105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	556	103	61	442	16	30	191	51	92	177	26
Total Analysis Volume [veh/h]	469	2225	412	244	1769	62	119	765	204	369	706	105
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	22	0	14	25	0	5	35	0	13	43	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	17	34	0	12	29	0	17	39	0	15	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	36	36	8	31	31	8	29	29	11	32	32
g / C, Green / Cycle	0.13	0.36	0.36	0.08	0.31	0.31	0.08	0.29	0.29	0.11	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.26	0.43	0.26	0.13	0.33	0.33	0.07	0.26	0.26	0.20	0.22	0.22
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1867	1810	1900	1764	1810	1900	1815
c, Capacity [veh/h]	235	1851	578	145	1113	574	151	555	516	199	606	579
d1, Uniform Delay [s]	43.50	32.12	27.70	46.00	34.62	34.62	44.97	34.03	34.05	44.50	29.65	29.67
k, delay calibration	0.50	0.50	0.50	0.38	0.50	0.50	0.11	0.28	0.28	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	462.03	96.39	7.34	330.02	52.75	63.46	8.84	12.98	13.89	402.94	1.37	1.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.99	1.20	0.71	1.69	1.08	1.09	0.79	0.90	0.91	1.85	0.68	0.68
d, Delay for Lane Group [s/veh]	505.53	128.50	35.03	376.02	87.37	98.08	53.81	47.01	47.94	447.44	31.02	31.11
Lane Group LOS	F	F	D	F	F	F	D	D	D	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	35.76	30.23	9.07	16.73	20.74	23.12	3.16	12.99	12.21	27.01	8.36	8.02
50th-Percentile Queue Length [ft/ln]	894.04	755.73	226.80	418.27	518.55	578.02	79.04	324.79	305.17	675.27	208.99	200.46
95th-Percentile Queue Length [veh/ln]	56.20	44.08	14.01	27.10	29.68	32.70	5.69	18.90	17.94	42.75	13.10	12.66
95th-Percentile Queue Length [ft/ln]	1405.09	1102.07	350.29	677.60	742.01	817.59	142.27	472.57	448.41	1068.65	327.53	316.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	505.53	128.50	35.03	376.02	90.78	98.08	53.81	47.33	47.94	447.44	31.06	31.11
Movement LOS	F	F	D	F	F	F	D	D	D	F	C	C
d_A, Approach Delay [s/veh]	173.04			124.54			48.15			161.27		
Approach LOS	F			F			D			F		
d_I, Intersection Delay [s/veh]	139.42											
Intersection LOS	F											
Intersection V/C	1.062											

Emissions

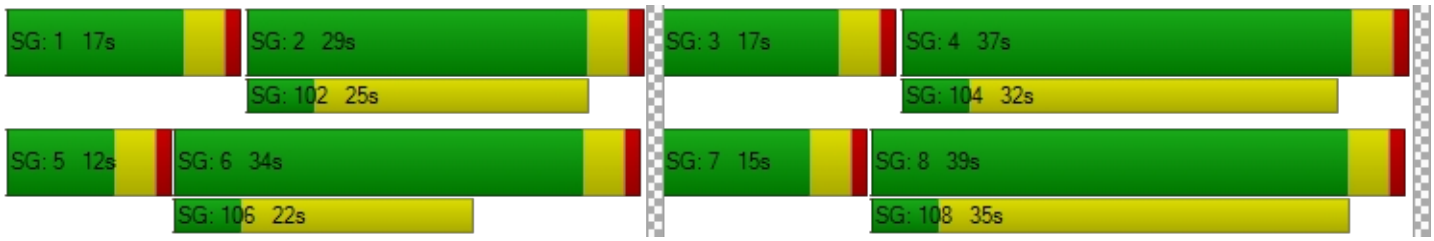
Vehicle Miles Traveled [mph]	234.93	1114.52	206.37	15.24	75.33	39.00	8.31	35.07	32.59	24.27	27.25	26.09
Stops [stops/h]	1287.42	3264.75	326.59	602.31	1493.44	832.35	113.81	467.70	439.44	972.40	300.95	288.66
Fuel consumption [US gal/h]	72.30	136.97	14.07	26.68	42.60	24.15	3.00	11.82	11.13	46.51	7.29	6.99
CO [g/h]	5053.62	9574.29	983.62	1864.79	2977.59	1688.12	209.90	826.34	778.28	3251.32	509.69	488.92
NOx [g/h]	983.25	1862.81	191.38	362.82	579.33	328.45	40.84	160.78	151.42	632.59	99.17	95.13
VOC [g/h]	1171.22	2218.93	227.96	432.18	690.09	391.24	48.65	191.51	180.37	753.53	118.13	113.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.960	3.587	3.109	3.167
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	500	700	660
d_b, Bicycle Delay [s]	24.50	28.13	21.13	22.45
l_b,int, Bicycle LOS Score for Intersection	3.343	2.712	2.513	2.562
Bicycle LOS	C	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	226.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.081

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	195	2599	305	189	2056	54	55	402	197	359	411	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	67	13	0	35	0	0	0	11	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	80	0	0	14	0	0	52	0	0	52
Total Hourly Volume [veh/h]	213	2666	238	189	2091	40	55	402	156	373	411	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	667	60	47	523	10	14	101	39	93	103	39
Total Analysis Volume [veh/h]	213	2666	238	189	2091	40	55	402	156	373	411	156
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	22	0	11	19	0	0	29	0	0	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	42	0	12	34	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	41	41	8	33	33	27	27	27	28	28	28
g / C, Green / Cycle	0.13	0.34	0.34	0.07	0.27	0.27	0.23	0.23	0.23	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.12	0.53	0.55	0.10	0.39	0.39	0.03	0.21	0.10	0.21	0.22	0.10
s, saturation flow rate [veh/h]	1810	3618	1823	1810	3618	1882	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	240	1221	615	121	983	511	414	435	370	422	444	377
d1, Uniform Delay [s]	51.18	39.75	39.75	56.00	43.70	43.70	36.78	45.23	39.48	44.41	44.99	39.02
k, delay calibration	0.33	0.50	0.50	0.47	0.50	0.50	0.11	0.34	0.11	0.29	0.31	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	26.12	255.80	288.64	289.33	196.96	204.22	0.14	21.11	0.76	14.45	20.05	0.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	1.56	1.62	1.57	1.42	1.43	0.13	0.92	0.42	0.88	0.93	0.41
d, Delay for Lane Group [s/veh]	77.31	295.55	328.39	345.33	240.66	247.92	36.92	66.35	40.24	58.86	65.04	39.75
Lane Group LOS	E	F	F	F	F	F	D	E	D	E	E	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.86	60.42	66.52	13.26	40.85	43.53	1.29	13.96	3.94	12.14	14.13	3.91
50th-Percentile Queue Length [ft/ln]	196.51	1510.53	1663.08	331.40	1021.28	1088.31	32.14	348.97	98.54	303.45	353.16	97.85
95th-Percentile Queue Length [veh/ln]	12.46	92.39	102.32	21.71	61.61	65.39	2.31	20.09	7.09	17.85	20.29	7.04
95th-Percentile Queue Length [ft/ln]	311.45	2309.74	2558.03	542.79	1540.35	1634.65	57.85	502.16	177.37	446.29	507.26	176.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.31	304.94	328.39	345.33	243.06	247.92	36.92	66.35	40.24	58.86	65.04	39.75
Movement LOS	E	F	F	F	F	F	D	E	D	E	E	D
d_A, Approach Delay [s/veh]	291.18			251.47			57.06			58.39		
Approach LOS	F			F			E			E		
d_I, Intersection Delay [s/veh]	226.16											
Intersection LOS	F											
Intersection V/C	1.081											

Emissions

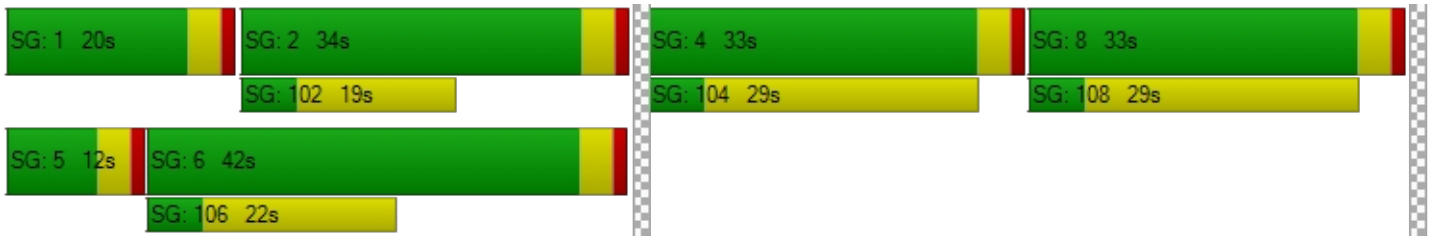
Vehicle Miles Traveled [mph]	350.42	3132.36	1645.15	94.67	701.37	366.06	4.59	33.58	13.03	44.35	48.87	18.55
Stops [stops/h]	235.81	3625.27	1995.69	397.68	2451.07	1305.97	38.57	418.77	118.25	364.14	423.79	117.42
Fuel consumption [US gal/h]	18.29	266.94	148.02	21.47	123.08	65.65	0.96	10.74	2.91	9.63	11.35	3.08
CO [g/h]	1278.74	18658.8	10346.4	1500.66	8602.98	4588.79	66.87	750.98	203.11	673.35	793.56	215.27
NOx [g/h]	248.80	3630.33	2013.05	291.97	1673.83	892.81	13.01	146.11	39.52	131.01	154.40	41.88
VOC [g/h]	296.36	4324.37	2397.90	347.79	1993.82	1063.50	15.50	174.05	47.07	156.05	183.92	49.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.949	3.729	2.657	2.883
Crosswalk LOS	D	D	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	500	483	483
d_b, Bicycle Delay [s]	28.02	33.75	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.318	2.843	2.657	3.196
Bicycle LOS	C	C	B	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	251.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.395

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	51	2190	103	218	2379	398	349	532	86	1194	459	1504
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	98	12	0	60	0	0	0	5	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	29	0	0	100	0	0	23	0	0	376
Total Hourly Volume [veh/h]	63	2288	86	218	2439	298	349	532	68	1199	459	1128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	572	22	55	610	75	87	133	17	300	115	282
Total Analysis Volume [veh/h]	63	2288	86	218	2439	298	349	532	68	1199	459	1128
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	5	35	0	15	48	0	5	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	40	0	9	37	0	18	40	0	31	53	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	36	36	5	37	37	14	36	36	27	49	49
g / C, Green / Cycle	0.04	0.30	0.30	0.04	0.30	0.30	0.12	0.30	0.30	0.23	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.02	0.44	0.05	0.06	0.47	0.18	0.19	0.15	0.04	0.34	0.09	0.70
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	132	1553	485	146	1574	491	211	1085	485	791	2113	659
d1, Uniform Delay [s]	56.60	42.00	31.05	57.50	41.75	35.62	53.00	34.47	30.69	46.50	23.05	35.50
k, delay calibration	0.11	0.50	0.50	0.13	0.50	0.50	0.50	0.11	0.11	0.27	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.67	216.66	0.80	229.53	250.39	5.48	314.11	0.34	0.13	235.94	0.05	326.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	1.47	0.18	1.49	1.55	0.61	1.65	0.49	0.14	1.52	0.22	1.71
d, Delay for Lane Group [s/veh]	59.27	258.66	31.85	287.03	292.14	41.11	367.11	34.81	30.82	282.44	23.10	361.66
Lane Group LOS	E	F	C	F	F	D	F	C	C	F	C	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.96	45.76	1.90	6.84	51.29	7.92	24.61	6.22	1.42	37.27	2.72	77.76
50th-Percentile Queue Length [ft/ln]	24.10	1144.11	47.58	170.89	1282.19	197.89	615.13	155.42	35.52	931.74	68.06	1943.90
95th-Percentile Queue Length [veh/ln]	1.74	69.58	3.43	12.13	78.64	12.53	38.71	10.31	2.56	57.19	4.90	121.87
95th-Percentile Queue Length [ft/ln]	43.39	1739.53	85.65	303.32	1965.97	313.24	967.65	257.65	63.94	1429.85	122.52	3046.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.27	258.66	31.85	287.03	292.14	41.11	367.11	34.81	30.82	282.44	23.10	361.66
Movement LOS	E	F	C	F	F	D	F	C	C	F	C	F
d_A, Approach Delay [s/veh]	245.50			266.44			156.73			271.79		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	251.08											
Intersection LOS	F											
Intersection V/C	1.395											

Emissions

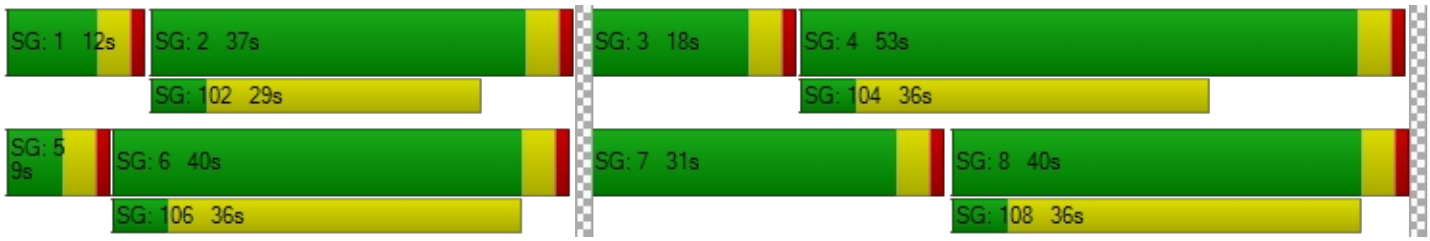
Vehicle Miles Traveled [mph]	23.50	853.52	32.08	358.64	4012.51	490.25	52.21	79.59	10.17	145.64	55.76	137.02
Stops [stops/h]	57.85	4118.81	57.10	410.14	4615.89	237.46	738.16	373.01	42.63	2236.17	245.03	2332.68
Fuel consumption [US gal/h]	2.28	200.88	2.37	30.12	339.90	22.25	37.03	11.13	1.31	101.70	7.12	116.70
CO [g/h]	159.69	14041.2	165.46	2105.63	23758.8	1555.27	2588.73	778.31	91.24	7108.56	497.36	8157.38
NOx [g/h]	31.07	2731.92	32.19	409.68	4622.62	302.60	503.67	151.43	17.75	1383.07	96.77	1587.13
VOC [g/h]	37.01	3254.20	38.35	488.00	5506.35	360.45	599.96	180.38	21.14	1647.48	115.27	1890.55

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.912	4.176	3.037	4.054
Crosswalk LOS	D	D	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	550	600	817
d_b, Bicycle Delay [s]	29.40	31.54	29.40	21.00
l_b,int, Bicycle LOS Score for Intersection	2.916	3.240	2.362	3.299
Bicycle LOS	C	C	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	68.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.914

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	75	1989	19	12	2435	150	325	91	514	24	506	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	122	12	0	70	0	0	0	5	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	8	0	0	38	0	0	130	0	0	12
Total Hourly Volume [veh/h]	87	2111	23	12	2505	112	325	91	389	29	506	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	528	6	3	626	28	81	23	97	7	127	9
Total Analysis Volume [veh/h]	87	2111	23	12	2505	112	325	91	389	29	506	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	22	0	8	22	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	54	0	9	54	0	24	48	0	9	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	62	62	2	59	59	20	37	37	3	20	20
g / C, Green / Cycle	0.04	0.52	0.52	0.01	0.49	0.49	0.17	0.31	0.31	0.03	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.05	0.58	0.01	0.01	0.48	0.48	0.18	0.05	0.24	0.02	0.14	0.14
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1859	1810	1900	1615	1810	1900	1856
c, Capacity [veh/h]	75	1880	839	26	1780	915	302	583	496	47	316	309
d1, Uniform Delay [s]	57.50	28.82	14.05	58.70	29.51	29.89	50.00	30.28	37.98	57.84	48.73	48.76
k, delay calibration	0.17	0.50	0.50	0.11	0.50	0.50	0.48	0.11	0.19	0.11	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	107.93	63.04	0.06	12.66	14.73	25.29	73.21	0.12	4.80	12.29	9.74	10.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.15	1.12	0.03	0.47	0.97	0.98	1.08	0.16	0.79	0.61	0.87	0.87
d, Delay for Lane Group [s/veh]	165.43	91.86	14.11	71.37	44.24	55.18	123.21	30.40	42.77	70.13	58.47	59.04
Lane Group LOS	F	F	B	E	D	E	F	C	D	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.49	40.78	0.30	0.44	25.55	29.56	15.06	1.93	10.91	1.03	8.75	8.63
50th-Percentile Queue Length [ft/ln]	112.33	1019.54	7.60	11.11	638.78	738.89	376.50	48.29	272.71	25.66	218.69	215.67
95th-Percentile Queue Length [veh/ln]	8.09	56.10	0.55	0.80	33.84	38.47	22.23	3.48	16.32	1.85	13.60	13.44
95th-Percentile Queue Length [ft/ln]	202.19	1402.45	13.69	19.99	846.02	961.79	555.87	86.92	408.12	46.18	339.95	336.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	165.43	91.86	14.11	71.37	47.67	55.18	123.21	30.40	42.77	70.13	58.73	59.04
Movement LOS	F	F	B	E	D	E	F	C	D	E	E	E
d_A, Approach Delay [s/veh]	93.93			48.10			73.85			59.33		
Approach LOS	F			D			E			E		
d_I, Intersection Delay [s/veh]	68.81											
Intersection LOS	E											
Intersection V/C	0.914											

Emissions

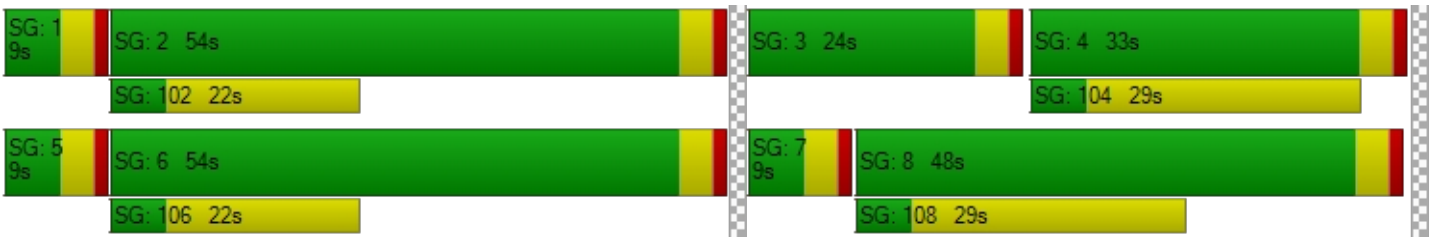
Vehicle Miles Traveled [mph]	43.80	1062.74	11.58	4.48	641.81	334.45	17.90	5.01	21.42	1.93	18.19	17.84
Stops [stops/h]	134.79	2446.89	9.13	13.33	1533.07	886.67	451.80	57.94	327.25	30.79	262.43	258.80
Fuel consumption [US gal/h]	6.11	106.31	0.58	0.49	56.55	32.56	12.23	1.19	6.66	0.72	5.92	5.85
CO [g/h]	426.78	7430.86	40.29	34.49	3952.80	2275.63	854.70	83.17	465.78	50.25	413.99	408.93
NOx [g/h]	83.03	1445.77	7.84	6.71	769.07	442.75	166.29	16.18	90.62	9.78	80.55	79.56
VOC [g/h]	98.91	1722.17	9.34	7.99	916.10	527.40	198.08	19.27	107.95	11.65	95.95	94.77

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.724	3.739	2.882	2.495
Crosswalk LOS	D	D	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	833	733	483
d_b, Bicycle Delay [s]	20.42	20.42	24.07	34.50
l_b,int, Bicycle LOS Score for Intersection	3.399	3.026	2.331	2.041
Bicycle LOS	C	C	B	B

Sequence

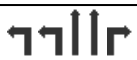
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	78.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.960

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	183	1324	184	492	1351	610	764	1392	184	187	955	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	146	25	0	79	0	0	18	0	17	11	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	52	0	0	153	0	0	46	0	0	32
Total Hourly Volume [veh/h]	183	1470	157	492	1430	457	764	1410	138	204	966	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	368	39	123	358	114	191	353	35	51	242	24
Total Analysis Volume [veh/h]	183	1470	157	492	1430	457	764	1410	138	204	966	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	38	0	6	39	0	8	34	0	6	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	39	0	19	47	0	26	50	0	12	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	40	40	15	48	48	22	41	41	8	27	27
g / C, Green / Cycle	0.06	0.34	0.34	0.13	0.40	0.40	0.18	0.34	0.34	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.05	0.41	0.10	0.14	0.40	0.28	0.22	0.27	0.09	0.06	0.20	0.20
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1813
c, Capacity [veh/h]	205	1215	542	439	1456	650	644	1756	548	234	805	403
d1, Uniform Delay [s]	56.13	39.85	29.32	52.50	35.43	29.88	49.00	36.01	28.65	55.49	45.09	45.10
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.11	0.11	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.53	102.41	1.35	61.31	19.70	6.26	88.44	0.89	0.24	9.60	3.32	13.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	1.21	0.29	1.12	0.98	0.70	1.19	0.80	0.25	0.87	0.88	0.88
d, Delay for Lane Group [s/veh]	68.66	142.26	30.67	113.81	55.13	36.14	137.44	36.90	28.89	65.09	48.41	58.62
Lane Group LOS	E	F	C	F	E	D	F	D	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.04	34.25	3.43	10.17	23.29	11.54	17.06	11.79	2.76	3.25	10.02	11.19
50th-Percentile Queue Length [ft/ln]	76.07	856.14	85.73	254.16	582.34	288.49	426.62	294.78	68.92	81.15	250.44	279.77
95th-Percentile Queue Length [veh/ln]	5.48	49.38	6.17	16.13	31.21	17.11	25.88	17.42	4.96	5.84	15.21	16.68
95th-Percentile Queue Length [ft/ln]	136.92	1234.59	154.32	403.34	780.22	427.76	647.11	435.57	124.05	146.07	380.20	416.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.66	142.26	30.67	113.81	55.13	36.14	137.44	36.90	28.89	65.09	51.14	58.62
Movement LOS	E	F	C	F	E	D	F	D	C	E	D	E
d_A, Approach Delay [s/veh]	125.14			63.62			69.65			53.96		
Approach LOS	F			E			E			D		
d_I, Intersection Delay [s/veh]	78.17											
Intersection LOS	E											
Intersection V/C	0.960											

Emissions

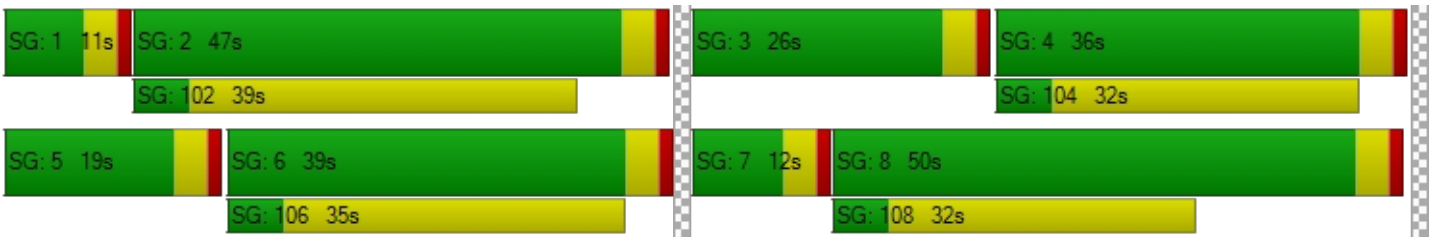
Vehicle Miles Traveled [mph]	90.92	730.31	78.00	247.69	719.90	230.07	190.94	352.38	34.49	22.15	76.89	38.56
Stops [stops/h]	182.56	2054.74	102.88	609.98	1397.62	346.18	1023.89	1061.21	82.70	194.76	601.05	335.73
Fuel consumption [US gal/h]	7.94	93.13	4.93	27.47	58.10	15.55	46.77	42.09	3.50	7.06	20.71	11.76
CO [g/h]	555.21	6509.86	344.78	1919.94	4060.87	1087.04	3269.18	2941.95	244.72	493.52	1447.67	822.05
NOx [g/h]	108.02	1266.58	67.08	373.55	790.10	211.50	636.06	572.40	47.61	96.02	281.66	159.94
VOC [g/h]	128.67	1508.72	79.91	444.97	941.15	251.93	757.66	681.83	56.72	114.38	335.51	190.52

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.487	3.853	3.748	3.548
Crosswalk LOS	C	D	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	717	767	533
d_b, Bicycle Delay [s]	30.10	24.70	22.82	32.27
l_b,int, Bicycle LOS Score for Intersection	3.096	3.649	2.857	2.274
Bicycle LOS	C	D	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	82	1499	21	24	1680	55	109	28	50	45	33	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	170	0	0	96	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	14	0	0	13	0	0	7
Total Hourly Volume [veh/h]	82	1669	16	24	1776	41	109	28	37	45	33	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	417	4	6	444	10	27	7	9	11	8	5
Total Analysis Volume [veh/h]	82	1669	16	24	1776	41	109	28	37	45	33	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	26	0	11	26	0	5	32	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	33	0	10	30	0	41	37	0	40	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	84	84	3	80	80	9	14	14	4	8	8
g / C, Green / Cycle	0.06	0.70	0.70	0.02	0.66	0.66	0.08	0.11	0.11	0.03	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.05	0.31	0.31	0.01	0.49	0.03	0.06	0.01	0.02	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1810	3618	1891	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	104	2522	1318	42	2397	1070	138	409	182	61	134	114
d1, Uniform Delay [s]	55.82	7.93	7.93	58.04	13.42	7.01	54.49	47.58	48.32	57.47	52.77	52.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.22	0.56	1.06	11.90	2.11	0.07	9.66	0.07	0.54	16.14	0.95	0.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.44	0.44	0.58	0.74	0.04	0.79	0.07	0.20	0.74	0.25	0.18
d, Delay for Lane Group [s/veh]	68.03	8.49	9.00	69.93	15.53	7.08	64.15	47.65	48.86	73.61	53.73	53.32
Lane Group LOS	E	A	A	E	B	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.75	5.38	5.81	0.86	15.25	0.37	3.58	0.38	1.03	1.62	0.97	0.62
50th-Percentile Queue Length [ft/ln]	68.64	134.55	145.33	21.49	381.30	9.27	89.55	9.43	25.74	40.40	24.30	15.45
95th-Percentile Queue Length [veh/ln]	4.94	9.19	9.77	1.55	21.66	0.67	6.45	0.68	1.85	2.91	1.75	1.11
95th-Percentile Queue Length [ft/ln]	123.56	229.67	244.18	38.69	541.42	16.69	161.19	16.98	46.33	72.72	43.74	27.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.03	8.66	9.00	69.93	15.53	7.08	64.15	47.65	48.86	73.61	53.73	53.32
Movement LOS	E	A	A	E	B	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	11.42			16.05			58.24			62.68		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	17.02											
Intersection LOS	B											
Intersection V/C	0.614											

Emissions

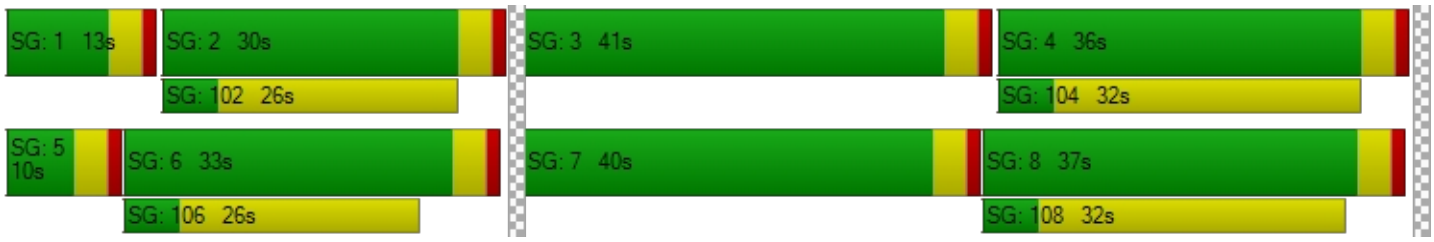
Vehicle Miles Traveled [mph]	16.10	217.27	113.58	11.92	882.33	20.37	54.67	14.04	18.56	12.07	8.85	5.63
Stops [stops/h]	82.37	322.92	174.39	25.79	915.11	11.12	107.46	22.64	30.89	48.48	29.16	18.54
Fuel consumption [US gal/h]	2.71	13.37	7.12	0.97	46.99	0.96	4.31	0.98	1.31	1.50	0.92	0.58
CO [g/h]	189.51	934.84	497.73	68.14	3284.74	67.04	301.59	68.29	91.39	104.75	64.12	40.67
NOx [g/h]	36.87	181.89	96.84	13.26	639.09	13.04	58.68	13.29	17.78	20.38	12.48	7.91
VOC [g/h]	43.92	216.66	115.35	15.79	761.27	15.54	69.90	15.83	21.18	24.28	14.86	9.43

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.377	3.139	2.554	2.512
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	483	433	550	533
d_b, Bicycle Delay [s]	34.50	36.82	31.54	32.27
l_b,int, Bicycle LOS Score for Intersection	2.534	3.090	1.714	1.735
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	33.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	131	675	26	83	578	199	224	543	107	100	641	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	0	0	0	0	11	18	17	18	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	7	0	0	53	0	0	31	0	0	42
Total Hourly Volume [veh/h]	142	675	19	83	578	157	242	560	94	100	651	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	169	5	21	145	39	61	140	24	25	163	32
Total Analysis Volume [veh/h]	142	675	19	83	578	157	242	560	94	100	651	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	28	0	11	26	0	18	37	0	14	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	33	33	5	30	30	14	29	29	6	22	22
g / C, Green / Cycle	0.10	0.37	0.37	0.06	0.33	0.33	0.15	0.32	0.32	0.07	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.08	0.13	0.13	0.05	0.14	0.14	0.13	0.18	0.18	0.06	0.21	0.21
s, saturation flow rate [veh/h]	1810	3618	1874	1810	3618	1702	1810	1900	1806	1810	1900	1794
c, Capacity [veh/h]	174	1334	691	108	1200	565	277	612	582	130	458	433
d1, Uniform Delay [s]	39.87	20.53	20.54	41.71	23.29	23.37	37.28	25.10	25.10	41.05	32.81	32.82
k, delay calibration	0.22	0.50	0.50	0.11	0.50	0.50	0.31	0.11	0.11	0.11	0.19	0.19
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.53	0.70	1.36	10.93	1.05	2.31	20.43	0.77	0.81	9.25	8.86	9.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.34	0.34	0.77	0.41	0.42	0.87	0.55	0.55	0.77	0.87	0.87
d, Delay for Lane Group [s/veh]	56.40	21.23	21.89	52.65	24.34	25.67	57.71	25.86	25.90	50.29	41.67	42.17
Lane Group LOS	E	C	C	D	C	C	E	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.77	3.38	3.64	2.08	4.02	4.07	6.49	5.57	5.31	2.41	8.93	8.49
50th-Percentile Queue Length [ft/ln]	94.20	84.48	90.89	52.07	100.48	101.64	162.26	139.36	132.68	60.34	223.14	212.35
95th-Percentile Queue Length [veh/ln]	6.78	6.08	6.54	3.75	7.23	7.32	10.67	9.45	9.09	4.34	13.83	13.27
95th-Percentile Queue Length [ft/ln]	169.55	152.07	163.61	93.72	180.87	182.95	266.71	236.17	227.14	108.62	345.63	331.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.40	21.44	21.89	52.65	24.53	25.67	57.71	25.88	25.90	50.29	41.86	42.17
Movement LOS	E	C	C	D	C	C	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	27.39			27.60			34.48			42.87		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	33.26											
Intersection LOS	C											
Intersection V/C	0.563											

Emissions

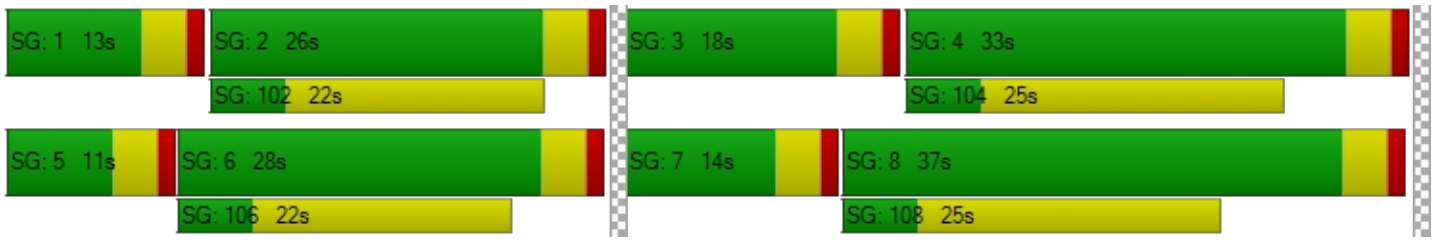
Vehicle Miles Traveled [mph]	21.49	69.12	35.89	9.54	57.10	27.42	146.21	202.54	192.58	18.58	74.23	70.13
Stops [stops/h]	150.71	270.34	145.43	83.31	321.55	162.62	259.61	222.98	212.29	96.55	357.03	339.77
Fuel consumption [US gal/h]	3.88	7.11	3.77	2.05	7.66	3.83	11.08	11.48	10.92	2.86	10.37	9.87
CO [g/h]	271.20	496.66	263.59	143.25	535.71	267.40	774.58	802.41	763.38	199.97	724.93	689.78
NOx [g/h]	52.77	96.63	51.28	27.87	104.23	52.03	150.71	156.12	148.53	38.91	141.05	134.21
VOC [g/h]	62.85	115.11	61.09	33.20	124.16	61.97	179.52	185.97	176.92	46.34	168.01	159.86

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.911	3.034	2.910	2.826
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	489	733	644
d_b, Bicycle Delay [s]	24.20	25.69	18.05	20.67
l_b,int, Bicycle LOS Score for Intersection	2.023	2.039	2.324	2.318
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	46.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.813

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	45	585	145	95	475	44	152	740	93	195	620	290
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	54	0	0	25	0	0	53	0	0	32	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	36	0	0	11	0	0	23	0	0	73
Total Hourly Volume [veh/h]	45	639	109	95	500	33	152	793	70	195	652	217
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	160	27	24	125	8	38	198	18	49	163	54
Total Analysis Volume [veh/h]	45	639	109	95	500	33	152	793	70	195	652	217
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	5	19	0	18	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	27	0	15	33	0	34	51	0	17	34	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	27	27	7	30	30	11	47	47	13	49	49
g / C, Green / Cycle	0.03	0.24	0.24	0.07	0.28	0.28	0.10	0.43	0.43	0.12	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.02	0.18	0.07	0.05	0.26	0.02	0.08	0.42	0.04	0.11	0.24	0.24
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1615	1810	1900	1615	1810	1900	1740
c, Capacity [veh/h]	62	876	391	121	522	444	187	812	690	214	840	769
d1, Uniform Delay [s]	52.62	38.35	33.86	50.55	39.24	29.52	48.25	30.96	18.86	47.93	22.50	22.51
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.45	0.11	0.18	0.12	0.12
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.03	5.30	1.77	10.62	30.06	0.33	8.13	24.88	0.06	20.68	0.62	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.73	0.28	0.79	0.96	0.07	0.81	0.98	0.10	0.91	0.54	0.54
d, Delay for Lane Group [s/veh]	67.65	43.65	35.63	61.16	69.30	29.84	56.38	55.84	18.92	68.62	23.13	23.19
Lane Group LOS	E	D	D	E	E	C	E	E	B	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.48	8.42	2.53	2.90	17.28	0.68	4.38	24.58	1.03	6.34	8.16	7.50
50th-Percentile Queue Length [ft/ln]	36.91	210.49	63.35	72.61	432.08	17.04	109.52	614.40	25.80	158.45	204.12	187.40
95th-Percentile Queue Length [veh/ln]	2.66	13.18	4.56	5.23	24.10	1.23	7.81	32.71	1.86	10.47	12.85	11.99
95th-Percentile Queue Length [ft/ln]	66.44	329.46	114.03	130.69	602.53	30.67	195.34	817.65	46.43	261.67	321.28	299.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.65	43.65	35.63	61.16	69.30	29.84	56.38	55.84	18.92	68.62	23.15	23.19
Movement LOS	E	D	D	E	E	C	E	E	B	E	C	C
d_A, Approach Delay [s/veh]	43.91			66.00			53.37			31.49		
Approach LOS	D			E			D			C		
d_I, Intersection Delay [s/veh]	46.84											
Intersection LOS	D											
Intersection V/C	0.813											

Emissions

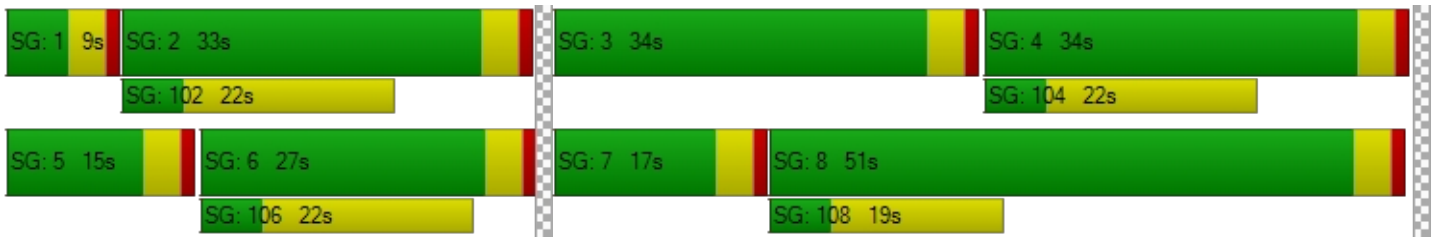
Vehicle Miles Traveled [mph]	19.78	280.86	47.91	7.48	39.37	2.60	10.05	52.45	4.63	28.41	66.08	60.55
Stops [stops/h]	48.32	551.11	82.93	95.05	565.63	22.31	143.38	804.30	33.77	207.43	267.22	245.32
Fuel consumption [US gal/h]	1.74	20.53	3.24	2.18	12.81	0.47	3.87	20.81	0.85	6.28	7.72	7.09
CO [g/h]	121.40	1434.77	226.49	152.54	895.09	32.66	270.58	1454.53	59.28	438.66	539.75	495.36
NOx [g/h]	23.62	279.15	44.07	29.68	174.15	6.35	52.65	283.00	11.53	85.35	105.02	96.38
VOC [g/h]	28.14	332.52	52.49	35.35	207.45	7.57	62.71	337.10	13.74	101.66	125.09	114.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.822	2.718	2.864	3.050
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	418	527	855	545
d_b, Bicycle Delay [s]	34.40	29.82	18.04	29.09
l_b,int, Bicycle LOS Score for Intersection	2.244	2.614	3.272	2.498
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	33.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	52	1236	281	236	1448	166	43	234	154	281	269	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	170	53	0	96	0	0	0	0	32	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	84	0	0	42	0	0	39	0	0	70
Total Hourly Volume [veh/h]	52	1406	250	236	1544	124	43	234	115	313	269	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	352	63	59	386	31	11	59	29	78	67	53
Total Analysis Volume [veh/h]	52	1406	250	236	1544	124	43	234	115	313	269	210
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	6	32	0	9	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	23	43	0	28	36	0	31	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	53	53	17	66	66	4	11	11	23	30	30
g / C, Green / Cycle	0.04	0.44	0.44	0.15	0.55	0.55	0.03	0.09	0.09	0.19	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.03	0.27	0.15	0.13	0.30	0.08	0.02	0.06	0.07	0.17	0.07	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	67	2272	709	263	2832	884	60	337	150	342	901	402
d1, Uniform Delay [s]	57.26	25.94	22.35	50.37	17.53	13.33	57.47	52.76	53.13	47.71	36.54	38.88
k, delay calibration	0.11	0.50	0.50	0.30	0.50	0.50	0.11	0.11	0.11	0.28	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.69	1.28	1.38	23.53	0.76	0.33	14.90	2.58	7.83	20.42	0.18	1.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.62	0.35	0.90	0.55	0.14	0.72	0.69	0.76	0.91	0.30	0.52
d, Delay for Lane Group [s/veh]	73.95	27.21	23.73	73.90	18.29	13.66	72.36	55.34	60.96	68.12	36.73	39.93
Lane Group LOS	E	C	C	E	B	B	E	E	E	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.84	10.00	4.74	8.48	8.64	1.63	1.51	3.46	3.63	10.82	3.14	5.30
50th-Percentile Queue Length [ft/ln]	46.00	249.99	118.61	212.09	216.08	40.69	37.78	86.45	90.76	270.54	78.52	132.41
95th-Percentile Queue Length [veh/ln]	3.31	15.19	8.32	13.26	13.46	2.93	2.72	6.22	6.53	16.22	5.65	9.07
95th-Percentile Queue Length [ft/ln]	82.80	379.64	207.91	331.51	336.61	73.25	68.00	155.61	163.36	405.41	141.33	226.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.95	27.21	23.73	73.90	18.29	13.66	72.36	55.34	60.96	68.12	36.73	39.93
Movement LOS	E	C	C	E	B	B	E	E	E	E	D	D
d_A, Approach Delay [s/veh]	28.13			24.88			58.85			49.98		
Approach LOS	C			C			E			D		
d_I, Intersection Delay [s/veh]	32.96											
Intersection LOS	C											
Intersection V/C	0.646											

Emissions

Vehicle Miles Traveled [mph]	21.58	583.57	103.77	70.49	461.15	37.04	3.04	16.55	8.13	57.61	49.51	38.65
Stops [stops/h]	55.20	899.97	142.33	254.51	777.87	48.83	45.33	207.48	108.91	324.65	188.44	158.90
Fuel consumption [US gal/h]	2.21	38.98	6.53	9.13	31.23	2.22	1.30	5.78	3.06	10.35	6.05	5.01
CO [g/h]	154.38	2724.69	456.70	638.13	2182.75	155.27	90.94	404.14	213.84	723.43	422.91	349.97
NOx [g/h]	30.04	530.13	88.86	124.16	424.68	30.21	17.69	78.63	41.61	140.75	82.28	68.09
VOC [g/h]	35.78	631.47	105.84	147.89	505.87	35.99	21.08	93.66	49.56	167.66	98.01	81.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.555	3.472	2.747	2.974
Crosswalk LOS	D	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	650	533	583
d_b, Bicycle Delay [s]	36.82	27.34	32.27	30.10
l_b,int, Bicycle LOS Score for Intersection	2.545	2.630	1.915	2.271
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	362.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.293

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	77	201	967	1872	373	131	93	316	167	566	286	414
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	6	19	48	55	0	0	25	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	207	967	1872	379	150	141	371	167	566	311	414
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	52	242	468	95	38	35	93	42	142	78	104
Total Analysis Volume [veh/h]	77	207	967	1872	379	150	141	371	167	566	311	414
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	961	1011	1091	1872	600	600	651	512	535	535	572	632	664	664	715
Degree of Utilization, x	0.08	0.20	0.89	3.29	0.32	0.32	0.23	0.28	0.35	0.35	0.29	0.90	0.23	0.23	0.58

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.26	0.77	12.80	167.1	1.35	1.35	0.89	1.11	1.54	1.54	1.21	11.00	0.90	0.90	3.75
95th-Percentile Queue Length [ft]	6.52	19.17	319.99	4178.	33.73	33.73	22.16	27.84	38.42	38.42	30.21	275.0	22.59	22.59	93.65
Approach Delay [s/veh]	20.76			820.94				12.49				23.71			
Approach LOS	C			F				B				C			
Intersection Delay [s/veh]	362.18														
Intersection LOS	F														

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	242.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.300

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	281	1291	83	98	1587	361	941	361	1328	58	331	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	70	7	0	68	60	154	96	19	6	37	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	23	0	0	105	0	0	337	0	0	13
Total Hourly Volume [veh/h]	300	1361	67	98	1655	316	1095	457	1010	64	368	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	340	17	25	414	79	274	114	253	16	92	10
Total Analysis Volume [veh/h]	300	1361	67	98	1655	316	1095	457	1010	64	368	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	32	0	5	29	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	11	35	0	40	60	0	10	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	35	35	7	31	31	36	56	56	5	26	26
g / C, Green / Cycle	0.09	0.29	0.29	0.06	0.26	0.26	0.30	0.47	0.47	0.05	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.17	0.26	0.04	0.05	0.46	0.20	0.61	0.13	0.63	0.04	0.07	0.02
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	166	1515	473	106	939	419	543	1699	759	83	1116	348
d1, Uniform Delay [s]	54.50	40.72	31.31	56.25	44.43	40.91	42.00	19.31	31.81	56.63	39.75	37.86
k, delay calibration	0.50	0.50	0.50	0.28	0.50	0.50	0.50	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	386.71	8.79	0.63	49.31	347.92	11.90	464.18	0.08	158.04	14.02	0.17	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.81	0.90	0.14	0.93	1.76	0.75	2.02	0.27	1.33	0.77	0.33	0.11
d, Delay for Lane Group [s/veh]	441.21	49.51	31.94	105.56	392.35	52.81	506.18	19.39	189.86	70.65	39.92	38.00
Lane Group LOS	F	D	C	F	F	D	F	B	F	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	22.70	13.56	1.48	4.33	58.74	9.69	85.50	3.76	53.80	2.21	3.03	0.95
50th-Percentile Queue Length [ft/ln]	567.41	338.97	37.05	108.22	1468.56	242.21	2137.56	94.11	1344.89	55.29	75.70	23.73
95th-Percentile Queue Length [veh/ln]	36.10	19.60	2.67	7.74	91.21	14.79	134.42	6.78	79.55	3.98	5.45	1.71
95th-Percentile Queue Length [ft/ln]	902.39	489.95	66.69	193.52	2280.13	369.83	3360.42	169.41	1988.77	99.53	136.26	42.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	441.21	49.51	31.94	105.56	392.35	52.81	506.18	19.39	189.86	70.65	39.92	38.00
Movement LOS	F	D	C	F	F	D	F	B	F	E	D	D
d_A, Approach Delay [s/veh]	116.84			326.91			294.65			43.92		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	242.12											
Intersection LOS	F											
Intersection V/C	1.300											

Emissions

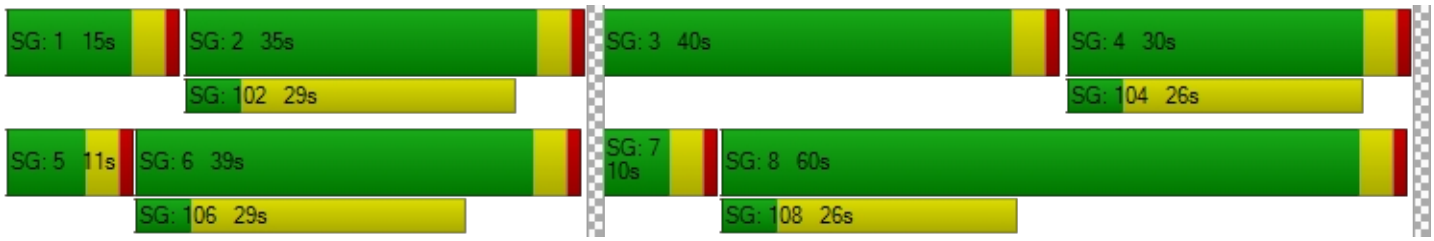
Vehicle Miles Traveled [mph]	19.54	88.66	4.36	7.76	131.09	25.03	119.32	49.80	110.06	32.25	185.42	20.15
Stops [stops/h]	680.89	1220.31	44.46	129.86	3524.55	290.65	2565.07	225.87	1613.86	66.35	272.52	28.47
Fuel consumption [US gal/h]	36.07	31.92	1.14	3.99	180.43	7.87	142.24	5.81	58.81	2.73	12.31	1.31
CO [g/h]	2520.99	2231.50	79.54	278.60	12611.8	549.95	9942.52	405.84	4110.87	190.61	860.32	91.63
NOx [g/h]	490.49	434.17	15.47	54.21	2453.81	107.00	1934.45	78.96	799.83	37.09	167.39	17.83
VOC [g/h]	584.26	517.17	18.43	64.57	2922.93	127.46	2304.28	94.06	952.73	44.18	199.39	21.24

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.654	3.737	3.829	2.943
Crosswalk LOS	D	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	517	933	433
d_b, Bicycle Delay [s]	30.10	33.00	17.07	36.82
l_b,int, Bicycle LOS Score for Intersection	2.523	3.353	3.951	1.826
Bicycle LOS	B	C	D	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	Signalized	Delay (sec / veh):	26.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	70	25	503	19	20	24	13	1017	61	87	1060	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	128	0	249	0	0	0	0	19	124	97	19	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	752	0	0	24	0	0	185	0	0	15
Total Hourly Volume [veh/h]	198	25	0	19	20	0	13	1036	0	184	1079	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	6	0	5	5	0	3	259	0	46	270	0
Total Analysis Volume [veh/h]	198	25	0	19	20	0	13	1036	0	184	1079	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	5	22	0	16	33	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	25	0	0	25	0	0	8	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	34	0	0	34	0	9	26	0	20	37	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	1	18	18	10	27	27
g / C, Green / Cycle	0.49	0.49	0.02	0.23	0.23	0.12	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.14	0.02	0.01	0.19	0.19	0.10	0.20	0.20
s, saturation flow rate [veh/h]	1548	1669	1810	3618	1900	1810	3618	1900
c, Capacity [veh/h]	850	892	31	833	437	227	1225	644
d1, Uniform Delay [s]	11.65	10.45	38.92	29.19	29.19	34.04	21.74	21.74
k, delay calibration	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.75	0.09	8.75	2.02	3.87	6.71	0.43	0.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.04	0.42	0.82	0.82	0.81	0.58	0.58
d, Delay for Lane Group [s/veh]	12.40	10.54	47.67	31.21	33.06	40.74	22.18	22.57
Lane Group LOS	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.29	0.35	0.32	5.99	6.52	3.72	5.07	5.39
50th-Percentile Queue Length [ft/ln]	57.36	8.65	7.95	149.80	162.97	93.08	126.70	134.83
95th-Percentile Queue Length [veh/ln]	4.13	0.62	0.57	10.01	10.71	6.70	8.76	9.20
95th-Percentile Queue Length [ft/ln]	103.25	15.57	14.31	250.16	267.65	167.54	219.00	230.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.40	12.40	12.40	10.54	10.54	10.54	47.67	31.85	33.06	40.74	22.31	22.57
Movement LOS	B	B	B	B	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	12.40			10.54			32.04			25.00		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	26.56											
Intersection LOS	C											
Intersection V/C	0.434											

Emissions

Vehicle Miles Traveled [mph]	62.15	4.36	3.24	169.15	88.84	25.92	99.67	52.35
Stops [stops/h]	103.25	15.57	14.31	539.27	293.35	167.54	456.13	242.70
Fuel consumption [US gal/h]	3.69	0.37	0.38	15.67	8.46	4.10	11.24	5.97
CO [g/h]	258.05	25.65	26.74	1095.36	591.63	286.59	785.94	416.99
NOx [g/h]	50.21	4.99	5.20	213.12	115.11	55.76	152.91	81.13
VOC [g/h]	59.81	5.94	6.20	253.86	137.12	66.42	182.15	96.64

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	3.445	1.811	3.605	3.211
Crosswalk LOS	C	A	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	750	750	550	825
d_b, Bicycle Delay [s]	15.63	15.63	21.03	13.81
l_b,int, Bicycle LOS Score for Intersection	3.168	1.664	2.238	2.263
Bicycle LOS	C	A	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	50.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.777

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	73	147	17	45	360	559	186	1103	199	12	1013	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	107	35	0	19	14	0	0	124	57	0	128	19
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	140	0	0	64	0	0	9
Total Hourly Volume [veh/h]	180	182	13	64	374	419	186	1227	192	12	1141	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	46	3	16	94	105	47	307	48	3	285	7
Total Analysis Volume [veh/h]	180	182	13	64	374	419	186	1227	192	12	1141	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	5	32	0	22	31	31	6	15	15
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	36	0	13	39	0	16	40	40	11	35	35
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	6	36	36	5	35	35	12	41	51	2	31	40
g / C, Green / Cycle	0.06	0.36	0.36	0.05	0.35	0.35	0.12	0.41	0.51	0.02	0.31	0.40
(v / s)_i Volume / Saturation Flow Rate	0.10	0.05	0.01	0.04	0.20	0.26	0.10	0.24	0.12	0.01	0.32	0.02
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	109	1312	586	85	665	565	217	2143	830	29	1121	642
d1, Uniform Delay [s]	47.00	21.38	20.47	47.05	26.30	28.53	43.16	22.50	13.40	48.74	34.50	18.49
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	333.18	0.22	0.07	12.24	3.42	8.50	9.34	0.24	0.65	9.31	17.12	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.66	0.14	0.02	0.75	0.56	0.74	0.86	0.57	0.23	0.42	1.02	0.04
d, Delay for Lane Group [s/veh]	380.18	21.60	20.54	59.29	29.72	37.03	52.50	22.74	14.05	58.06	51.62	18.51
Lane Group LOS	F	C	C	E	C	D	D	C	B	E	F	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	12.73	1.46	0.21	1.81	7.38	9.53	4.89	6.85	2.31	0.36	15.34	0.38
50th-Percentile Queue Length [ft/ln]	318.27	36.46	5.13	45.28	184.48	238.34	122.30	171.23	57.73	9.05	383.62	9.52
95th-Percentile Queue Length [veh/ln]	21.07	2.63	0.37	3.26	11.83	14.60	8.52	11.14	4.16	0.65	22.01	0.69
95th-Percentile Queue Length [ft/ln]	526.74	65.63	9.24	81.50	295.86	364.93	212.99	278.53	103.92	16.29	550.26	17.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	380.18	21.60	20.54	59.29	29.72	37.03	52.50	22.74	14.05	58.06	51.62	18.51
Movement LOS	F	C	C	E	C	D	D	C	B	E	F	B
d_A, Approach Delay [s/veh]	193.68			35.50			25.15			50.90		
Approach LOS	F			D			C			D		
d_I, Intersection Delay [s/veh]	50.66											
Intersection LOS	D											
Intersection V/C	0.777											

Emissions

Vehicle Miles Traveled [mph]	56.37	57.00	4.07	31.99	186.95	209.44	16.91	111.53	17.45	2.99	284.13	6.97
Stops [stops/h]	458.31	105.00	7.39	65.20	265.65	343.21	176.12	739.71	83.13	13.03	1104.83	13.71
Fuel consumption [US gal/h]	18.78	3.73	0.26	2.68	11.97	14.60	4.76	18.70	2.18	0.41	35.46	0.52
CO [g/h]	1312.41	260.48	18.37	187.29	836.93	1020.79	332.46	1307.04	152.44	28.39	2478.70	36.00
NOx [g/h]	255.35	50.68	3.57	36.44	162.84	198.61	64.69	254.30	29.66	5.52	482.26	7.00
VOC [g/h]	304.16	60.37	4.26	43.41	193.97	236.58	77.05	302.92	35.33	6.58	574.46	8.34

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.631	3.000	3.472	3.135
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	640	700	720	620
d_b, Bicycle Delay [s]	23.12	21.13	20.48	23.81
l_b,int, Bicycle LOS Score for Intersection	1.872	2.382	2.478	2.541
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	283.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.514

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	171	41	11	24	104	477	45	1349	299	11	2132	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	804	0	0	0	0	0	0	181	329	0	235	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	119	0	0	157	0	0	2
Total Hourly Volume [veh/h]	975	41	8	24	104	358	45	1530	471	11	2367	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	244	10	2	6	26	90	11	383	118	3	592	1
Total Analysis Volume [veh/h]	975	41	8	24	104	358	45	1530	471	11	2367	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	17	27	0	5	15	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	49	0	0	49	0	11	52	0	9	50	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	45	45	4	51	51	1	49	49
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.03	0.47	0.47	0.01	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	1.03	0.03	0.02	0.28	0.02	0.30	0.29	0.01	0.46	0.00
s, saturation flow rate [veh/h]	945	1847	1378	1671	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	227	759	586	686	62	2417	754	24	2308	720
d1, Uniform Delay [s]	48.32	19.62	21.64	26.40	52.61	22.19	22.06	53.88	30.47	16.92
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.19	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1495.82	0.16	0.13	5.21	14.94	0.28	1.46	13.11	16.23	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	4.30	0.06	0.04	0.67	0.73	0.63	0.62	0.46	1.03	0.01
d, Delay for Lane Group [s/veh]	1544.15	19.78	21.77	31.61	67.55	22.46	23.52	66.99	46.70	16.93
Lane Group LOS	F	B	C	C	E	C	C	E	F	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	100.36	0.77	0.40	10.37	1.45	9.26	8.75	0.38	21.99	0.05
50th-Percentile Queue Length [ft/ln]	2508.92	19.35	10.11	259.32	36.36	231.38	218.73	9.54	549.84	1.35
95th-Percentile Queue Length [veh/ln]	167.24	1.39	0.73	15.65	2.62	14.24	13.60	0.69	30.25	0.10
95th-Percentile Queue Length [ft/ln]	4181.00	34.83	18.20	391.37	65.44	356.11	340.00	17.16	756.23	2.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1544.15	19.78	19.78	21.77	31.61	31.61	67.55	22.46	23.52	66.99	46.70	16.93
Movement LOS	F	B	B	C	C	C	E	C	C	E	F	B
d_A, Approach Delay [s/veh]	1471.20			31.12			23.70			46.74		
Approach LOS	F			C			C			D		
d_I, Intersection Delay [s/veh]	283.17											
Intersection LOS	F											
Intersection V/C	1.514											

Emissions

Vehicle Miles Traveled [mph]	331.20	16.64	5.80	111.66	5.27	179.17	55.16	0.90	193.98	0.33
Stops [stops/h]	3284.40	25.33	13.23	339.47	47.60	908.68	286.33	12.48	2159.35	1.77
Fuel consumption [US gal/h]	350.43	1.04	0.44	10.31	1.39	24.43	7.71	0.34	55.99	0.05
CO [g/h]	24494.74	72.86	31.04	720.39	97.23	1707.91	538.62	23.49	3913.68	3.29
NOx [g/h]	4765.79	14.18	6.04	140.16	18.92	332.30	104.80	4.57	761.46	0.64
VOC [g/h]	5676.89	16.89	7.19	166.96	22.53	395.82	124.83	5.44	907.03	0.76

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.722	2.423	5.448	3.496
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	818	818	873	836
d_b, Bicycle Delay [s]	19.20	19.20	17.47	18.62
l_b,int, Bicycle LOS Score for Intersection	3.254	2.558	2.771	2.871
Bicycle LOS	C	B	C	C

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	18.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	128	5	563	0	0	0	181	1093	0	0	1103	821
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	150	0	0	0	0	360	0	0	368	671
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	178	0	0	0	0	0	0	0	0	373
Total Hourly Volume [veh/h]	128	5	535	0	0	0	181	1453	0	0	1471	1119
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	1	134	0	0	0	45	363	0	0	368	280
Total Analysis Volume [veh/h]	128	5	535	0	0	0	181	1453	0	0	1471	1119
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	5	42	0	0	33	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	10	86	0	0	76	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	100	100	100		100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	11	11		6	81	71	71
g / C, Green / Cycle	0.11	0.11	0.11		0.06	0.81	0.71	0.71
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.06		0.05	0.28	0.28	0.69
s, saturation flow rate [veh/h]	1810	1816	8500		3514	5176	5176	1615
c, Capacity [veh/h]	195	196	918		211	4203	3685	1150
d1, Uniform Delay [s]	41.30	41.30	42.46		46.58	2.46	5.79	13.50
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.45
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.67	4.65	2.70		9.71	0.05	0.07	19.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.34	0.58		0.86	0.35	0.40	0.97
d, Delay for Lane Group [s/veh]	45.97	45.95	45.16		56.29	2.51	5.86	33.02
Lane Group LOS	D	D	D		E	A	A	C
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.76	1.77	13.18		2.44	1.14	3.53	24.90
50th-Percentile Queue Length [ft/ln]	44.05	44.16	329.62		60.89	28.49	88.33	622.47
95th-Percentile Queue Length [veh/ln]	3.17	3.18	19.14		4.38	2.05	6.36	33.08
95th-Percentile Queue Length [ft/ln]	79.29	79.49	478.49		109.60	51.28	158.99	827.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.97	45.95	45.16	0.00	0.00	0.00	56.29	2.51	0.00	0.00	5.86	33.02
Movement LOS	D	D	D				E	A			A	C
d_A, Approach Delay [s/veh]	45.32			0.00			8.46			17.60		
Approach LOS	D			A			A			B		
d_I, Intersection Delay [s/veh]	18.33											
Intersection LOS	B											
Intersection V/C	0.807											

Emissions

Vehicle Miles Traveled [mph]	6.03	6.05	48.60		26.02	208.84	172.27	131.04
Stops [stops/h]	63.43	63.59	474.65		175.35	123.06	381.57	896.36
Fuel consumption [US gal/h]	1.22	1.22	9.54		5.15	9.43	10.96	17.87
CO [g/h]	85.26	85.50	666.78		359.64	659.13	765.77	1248.83
NOx [g/h]	16.59	16.63	129.73		69.97	128.24	148.99	242.98
VOC [g/h]	19.76	19.81	154.53		83.35	152.76	177.47	289.43

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.492	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	200	0	1640	1440
d_b, Bicycle Delay [s]	40.50	50.00	1.62	3.92
l_b,int, Bicycle LOS Score for Intersection	2.956	4.132	2.458	3.189
Bicycle LOS	C	D	B	C

Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	66.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	766	1	122	0	498	232	834	345	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	18	317	0	0	0	25	0	342	26	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	18	0	0	31	0	0	58	0	0	0
Total Hourly Volume [veh/h]	0	0	18	1083	1	91	0	523	174	1176	371	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	271	0	23	0	131	44	294	93	0
Total Analysis Volume [veh/h]	0	0	18	1083	1	91	0	523	174	1176	371	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	10	0	28	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	20	0	0	17	0	23	40	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		14	14	14	10	10	24	38
g / C, Green / Cycle		0.23	0.23	0.23	0.17	0.17	0.40	0.63
(v / s)_i Volume / Saturation Flow Rate		0.30	0.30	0.01	0.10	0.11	0.33	0.07
s, saturation flow rate [veh/h]		1810	1810	8500	5176	1615	3514	5176
c, Capacity [veh/h]		419	419	1966	879	274	1402	3288
d1, Uniform Delay [s]		23.06	23.06	17.92	23.00	23.17	16.29	4.30
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		149.45	149.40	0.04	0.65	2.43	1.42	0.02
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		1.29	1.29	0.05	0.60	0.63	0.84	0.11
d, Delay for Lane Group [s/veh]		172.51	172.46	17.96	23.65	25.60	17.71	4.31
Lane Group LOS		F	F	B	C	C	B	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		22.53	22.52	0.89	2.05	2.19	5.97	0.34
50th-Percentile Queue Length [ft/ln]		563.14	563.05	22.35	51.25	54.83	149.31	8.54
95th-Percentile Queue Length [veh/ln]		34.50	34.49	1.61	3.69	3.95	9.98	0.62
95th-Percentile Queue Length [ft/ln]		862.46	862.31	40.23	92.24	98.69	249.51	15.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	172.49	172.46	17.96	0.00	23.65	25.60	17.71	4.31	0.00
Movement LOS				F	F	B		C	C	B	A	
d_A, Approach Delay [s/veh]	0.00			160.52			24.14			14.50		
Approach LOS	A			F			C			B		
d_I, Intersection Delay [s/veh]	66.65											
Intersection LOS	E											
Intersection V/C	0.742											

Emissions

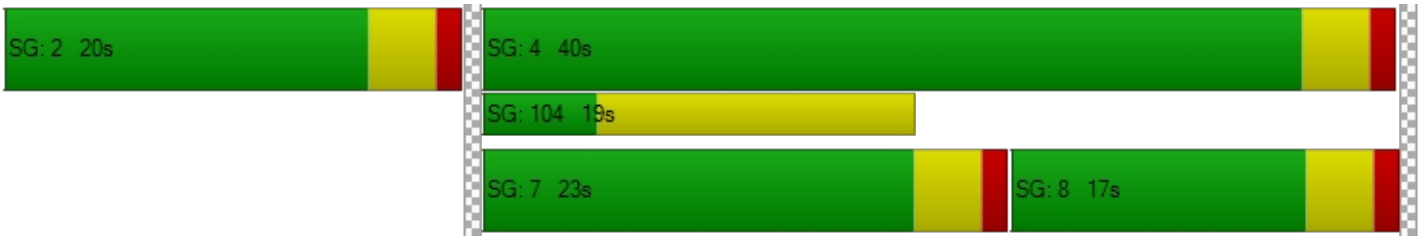
Vehicle Miles Traveled [mph]		36.33	36.33	6.10	59.54	19.81	169.03	53.32
Stops [stops/h]		1351.54	1351.32	53.64	368.96	131.58	716.71	61.51
Fuel consumption [US gal/h]		33.60	33.60	1.08	9.15	3.22	18.94	2.92
CO [g/h]		2348.88	2348.36	75.36	639.27	225.19	1324.16	203.99
NOx [g/h]		457.01	456.91	14.66	124.38	43.81	257.63	39.69
VOC [g/h]		544.38	544.25	17.47	148.16	52.19	306.89	47.28

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.488	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	533	433	1200
d_b, Bicycle Delay [s]	30.00	16.13	18.41	4.80
l_b,int, Bicycle LOS Score for Intersection	4.132	3.550	1.975	2.410
Bicycle LOS	D	D	A	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	37.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	171	261	46	74	417	116	250	509	395	89	458	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	38	0	0	0	0	6	6	31	90	0	23	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	12	0	0	31	0	0	121	0	0	12
Total Hourly Volume [veh/h]	209	261	34	74	417	91	256	540	364	89	481	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	65	9	19	104	23	64	135	91	22	120	9
Total Analysis Volume [veh/h]	209	261	34	74	417	91	256	540	364	89	481	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	35	0	10	30	0	19	34	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	40	40	5	34	34	14	23	23	6	15	15
g / C, Green / Cycle	0.12	0.45	0.45	0.05	0.38	0.38	0.16	0.26	0.26	0.06	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.12	0.08	0.08	0.04	0.14	0.14	0.14	0.15	0.23	0.05	0.13	0.02
s, saturation flow rate [veh/h]	1810	1900	1825	1810	1900	1784	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	221	849	815	96	717	674	291	937	418	115	585	261
d1, Uniform Delay [s]	39.20	14.96	14.97	42.06	20.21	20.24	36.92	29.05	31.90	41.51	36.47	32.32
k, delay calibration	0.34	0.50	0.50	0.11	0.50	0.50	0.30	0.11	0.19	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	37.89	0.45	0.48	12.08	1.43	1.54	20.07	0.56	9.63	10.54	2.97	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.18	0.18	0.77	0.36	0.37	0.88	0.58	0.87	0.77	0.82	0.13
d, Delay for Lane Group [s/veh]	77.09	15.42	15.45	54.14	21.64	21.78	56.98	29.61	41.53	52.05	39.44	32.55
Lane Group LOS	E	B	B	D	C	C	E	C	D	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.67	1.77	1.73	1.87	3.90	3.73	6.81	4.82	8.15	2.19	5.07	0.64
50th-Percentile Queue Length [ft/ln]	166.77	44.35	43.13	46.86	97.62	93.19	170.37	120.62	203.85	54.87	126.73	15.99
95th-Percentile Queue Length [veh/ln]	10.91	3.19	3.11	3.37	7.03	6.71	11.10	8.43	12.84	3.95	8.76	1.15
95th-Percentile Queue Length [ft/ln]	272.66	79.83	77.64	84.34	175.72	167.75	277.40	210.67	320.93	98.76	219.04	28.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.09	15.43	15.45	54.14	21.69	21.78	56.98	29.61	41.53	52.05	39.44	32.55
Movement LOS	E	B	B	D	C	C	E	C	D	D	D	C
d_A, Approach Delay [s/veh]	41.00			25.83			39.39			40.89		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	37.23											
Intersection LOS	D											
Intersection V/C	0.529											

Emissions

Vehicle Miles Traveled [mph]	104.73	75.07	72.76	37.04	130.51	123.77	129.10	272.31	183.56	14.80	79.97	5.82
Stops [stops/h]	266.83	70.96	69.01	74.97	156.20	149.11	272.60	385.97	326.16	87.79	405.52	25.58
Fuel consumption [US gal/h]	10.19	3.93	3.81	3.02	7.56	7.19	10.78	17.39	13.42	2.54	11.64	0.75
CO [g/h]	712.01	274.38	266.22	210.89	528.70	502.77	753.71	1215.34	938.31	177.64	813.88	52.38
NOx [g/h]	138.53	53.39	51.80	41.03	102.87	97.82	146.65	236.46	182.56	34.56	158.35	10.19
VOC [g/h]	165.01	63.59	61.70	48.88	122.53	116.52	174.68	281.67	217.46	41.17	188.62	12.14

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.759	2.690	3.137	2.783
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	578	667	489
d_b, Bicycle Delay [s]	19.34	22.76	20.00	25.69
l_b,int, Bicycle LOS Score for Intersection	1.985	2.065	2.616	2.069
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	116.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.984

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	204	1345	413	301	1536	44	40	405	263	475	607	275
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	138	0	0	0	31	62	96	127	194	31	37	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	103	0	0	27	0	0	114	0	0	69
Total Hourly Volume [veh/h]	342	1345	310	301	1567	79	136	532	343	506	644	206
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	336	78	75	392	20	34	133	86	127	161	52
Total Analysis Volume [veh/h]	342	1345	310	301	1567	79	136	532	343	506	644	206
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	30	0	25	32	0	14	30	0	35	51	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	26	26	21	28	28	10	26	26	31	47	47
g / C, Green / Cycle	0.16	0.22	0.22	0.18	0.23	0.23	0.08	0.22	0.22	0.26	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.19	0.26	0.19	0.17	0.30	0.05	0.08	0.15	0.21	0.28	0.18	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	287	1121	350	317	1208	377	151	784	350	467	1417	633
d1, Uniform Delay [s]	50.50	47.00	45.56	48.99	46.00	37.08	54.51	43.16	46.74	44.50	27.01	25.45
k, delay calibration	0.50	0.50	0.50	0.40	0.50	0.50	0.31	0.11	0.26	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	116.20	98.53	26.39	34.16	140.12	1.26	36.62	1.04	29.93	65.66	0.23	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.19	1.20	0.89	0.95	1.30	0.21	0.90	0.68	0.98	1.08	0.45	0.33
d, Delay for Lane Group [s/veh]	166.70	145.53	71.95	83.15	186.12	38.34	91.13	44.21	76.67	110.16	27.24	25.75
Lane Group LOS	F	F	E	F	F	D	F	D	E	F	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	17.58	20.99	11.21	11.65	27.21	1.96	5.50	7.14	12.73	22.29	6.86	4.16
50th-Percentile Queue Length [ft/ln]	439.61	524.73	280.36	291.17	680.36	48.97	137.57	178.61	318.19	557.27	171.47	103.98
95th-Percentile Queue Length [veh/ln]	26.54	31.32	16.71	17.24	40.87	3.53	9.35	11.53	18.58	31.50	11.15	7.49
95th-Percentile Queue Length [ft/ln]	663.47	782.95	417.66	431.10	1021.79	88.14	233.75	288.20	464.46	787.46	278.84	187.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	166.70	145.53	71.95	83.15	186.12	38.34	91.13	44.21	76.67	110.16	27.24	25.75
Movement LOS	F	F	E	F	F	D	F	D	E	F	C	C
d_A, Approach Delay [s/veh]	137.73			164.20			61.53			57.96		
Approach LOS	F			F			E			E		
d_I, Intersection Delay [s/veh]	116.55											
Intersection LOS	F											
Intersection V/C	0.984											

Emissions

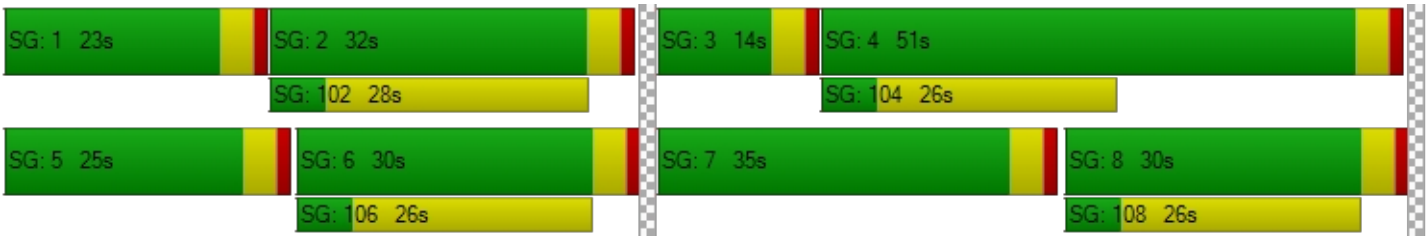
Vehicle Miles Traveled [mph]	17.88	70.31	16.21	132.81	691.40	34.86	13.38	52.34	33.75	255.17	324.76	103.88
Stops [stops/h]	527.54	1889.02	336.43	349.41	2449.28	58.76	165.09	428.67	381.83	668.72	411.52	124.77
Fuel consumption [US gal/h]	18.77	65.72	9.28	13.99	113.49	2.54	5.03	11.91	11.26	25.54	19.21	6.05
CO [g/h]	1312.14	4594.01	648.45	977.85	7933.07	177.67	351.81	832.46	786.75	1785.30	1342.97	422.55
NOx [g/h]	255.29	893.83	126.16	190.25	1543.49	34.57	68.45	161.97	153.07	347.35	261.29	82.21
VOC [g/h]	304.10	1064.71	150.28	226.63	1838.56	41.18	81.54	192.93	182.34	413.76	311.25	97.93

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.734	3.461	3.171	3.000
Crosswalk LOS	D	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	467	433	783
d_b, Bicycle Delay [s]	36.82	35.27	36.82	22.20
l_b,int, Bicycle LOS Score for Intersection	2.715	2.645	2.488	2.735
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.406

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	109	0	71	141	0	27	27	567	0	0	346	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	183	0	62	109	51	130	239	0	0	60	64
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	183	71	203	109	78	157	806	0	0	406	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	46	18	51	27	20	39	202	0	0	102	27
Total Analysis Volume [veh/h]	109	183	71	203	109	78	157	806	0	0	406	109
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	16	0	0	16	0	22	27	0	5	10	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	3	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	20	0	0	20	0	26	31	0	9	14	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	16	16	16	7	32	32	0	25	25
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.11	0.53	0.53	0.00	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.09	0.13	0.18	0.11	0.09	0.22	0.00	0.00	0.14	0.14
s, saturation flow rate [veh/h]	1264	1883	1143	1770	1810	3618	1615	1810	1900	1764
c, Capacity [veh/h]	306	502	256	472	209	1925	859	2	794	737
d1, Uniform Delay [s]	23.89	18.65	27.60	18.04	25.71	8.45	0.00	0.00	11.81	11.84
k, delay calibration	0.11	0.11	0.18	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.70	0.79	8.79	0.54	5.39	0.67	0.00	0.00	1.13	1.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.51	0.79	0.40	0.75	0.42	0.00	0.00	0.33	0.34
d, Delay for Lane Group [s/veh]	24.59	19.44	36.38	18.58	31.10	9.13	0.00	0.00	12.94	13.09
Lane Group LOS	C	B	D	B	C	A	A	A	B	B
Critical Lane Group	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.41	2.85	3.42	2.02	2.24	2.37	0.00	0.00	2.13	2.04
50th-Percentile Queue Length [ft/ln]	35.29	71.30	85.59	50.58	55.95	59.24	0.00	0.00	53.31	50.91
95th-Percentile Queue Length [veh/ln]	2.54	5.13	6.16	3.64	4.03	4.27	0.00	0.00	3.84	3.67
95th-Percentile Queue Length [ft/ln]	63.51	128.33	154.06	91.05	100.72	106.64	0.00	0.00	95.95	91.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.59	19.44	19.44	36.38	18.58	18.58	31.10	9.13	0.00	0.00	12.99	13.09
Movement LOS	C	B	B	D	B	B	C	A	A	A	B	B
d_A, Approach Delay [s/veh]	20.99			27.85			12.71			13.01		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	16.77											
Intersection LOS	B											
Intersection V/C	0.406											

Emissions

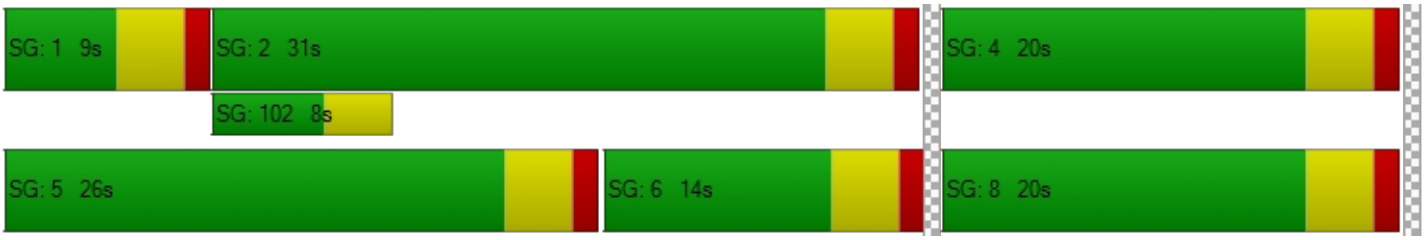
Vehicle Miles Traveled [mph]	8.72	20.32	46.02	42.39	11.00	56.46	0.00	0.00	15.79	14.90
Stops [stops/h]	84.68	171.11	205.41	121.40	134.29	284.36	0.00	0.00	127.94	122.19
Fuel consumption [US gal/h]	1.37	2.79	4.53	3.12	3.04	6.97	0.00	0.00	2.83	2.70
CO [g/h]	95.93	194.80	316.80	218.29	212.52	487.06	0.00	0.00	197.81	188.44
NOx [g/h]	18.66	37.90	61.64	42.47	41.35	94.76	0.00	0.00	38.49	36.66
VOC [g/h]	22.23	45.15	73.42	50.59	49.25	112.88	0.00	0.00	45.84	43.67

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.074	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	900	333
d_b, Bicycle Delay [s]	16.13	16.13	9.08	20.83
l_b,int, Bicycle LOS Score for Intersection	2.159	2.203	2.354	1.984
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.349

Intersection Setup

Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Indian Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	242	253	1	237	252	235
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	71	0	7	145	144	135
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	93
Total Hourly Volume [veh/h]	313	253	8	382	396	277
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	63	2	96	99	69
Total Analysis Volume [veh/h]	313	253	8	382	396	277
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	24	0	5	28	19	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	28	0	9	32	23	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	13	1	39	34	34
g / C, Green / Cycle	0.22	0.22	0.01	0.65	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.17	0.16	0.00	0.11	0.11	0.17
s, saturation flow rate [veh/h]	1810	1615	1810	3618	3618	1615
c, Capacity [veh/h]	395	353	21	2345	2063	921
d1, Uniform Delay [s]	22.16	21.74	29.44	4.15	6.22	6.69
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.62	2.74	11.12	0.15	0.21	0.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.72	0.38	0.16	0.19	0.30
d, Delay for Lane Group [s/veh]	25.78	24.48	40.56	4.30	6.43	7.53
Lane Group LOS	C	C	D	A	A	A
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.15	3.25	0.17	0.63	0.86	1.41
50th-Percentile Queue Length [ft/ln]	103.82	81.15	4.30	15.86	21.40	35.31
95th-Percentile Queue Length [veh/ln]	7.48	5.84	0.31	1.14	1.54	2.54
95th-Percentile Queue Length [ft/ln]	186.88	146.07	7.74	28.55	38.51	63.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.78	24.48	40.56	4.30	6.43	7.53
Movement LOS	C	C	D	A	A	A
d_A, Approach Delay [s/veh]	25.20		5.04		6.88	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	12.81					
Intersection LOS	B					
Intersection V/C	0.349					

Emissions

Vehicle Miles Traveled [mph]	60.14	48.61	0.62	29.38	40.12	28.07
Stops [stops/h]	249.17	194.76	10.32	76.12	102.71	84.74
Fuel consumption [US gal/h]	5.81	4.58	0.17	2.03	3.17	2.44
CO [g/h]	406.01	320.01	11.68	141.66	221.63	170.57
NOx [g/h]	79.00	62.26	2.27	27.56	43.12	33.19
VOC [g/h]	94.10	74.16	2.71	32.83	51.37	39.53

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.380	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	933	633
d_b, Bicycle Delay [s]	10.80	8.53	14.01
l_b,int, Bicycle LOS Score for Intersection	1.560	1.881	2.192
Bicycle LOS	A	A	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	317.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	133	2	229	161	400	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	126	78	209	67	169	491
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	20	0	0	0	152
Total Hourly Volume [veh/h]	259	60	438	228	569	455
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	15	110	57	142	114
Total Analysis Volume [veh/h]	259	60	438	228	569	455
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	10	0	33	47	5	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	0	33	47	73	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	38	38	38	38	38	38
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	11	25	5	5
g / C, Green / Cycle	0.25	0.25	0.30	0.66	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.07	0.04	0.24	0.06	0.31	0.28
s, saturation flow rate [veh/h]	3618	1615	1810	3618	1810	1615
c, Capacity [veh/h]	916	409	546	2387	237	211
d1, Uniform Delay [s]	11.48	11.07	12.29	2.36	16.61	16.61
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	0.16	2.79	0.02	644.41	534.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.15	0.80	0.10	2.40	2.15
d, Delay for Lane Group [s/veh]	11.65	11.23	15.07	2.38	661.02	551.18
Lane Group LOS	B	B	B	A	F	F
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.63	0.29	2.64	0.01	44.10	32.91
50th-Percentile Queue Length [ft/ln]	15.70	7.24	66.11	0.28	1102.43	822.75
95th-Percentile Queue Length [veh/ln]	1.13	0.52	4.76	0.02	69.30	52.56
95th-Percentile Queue Length [ft/ln]	28.26	13.03	118.99	0.51	1732.58	1313.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.65	11.23	15.07	2.38	661.02	551.18
Movement LOS	B	B	B	A	F	F
d_A, Approach Delay [s/veh]	11.57		10.73		612.21	
Approach LOS	B		B		F	
d_I, Intersection Delay [s/veh]	317.44					
Intersection LOS	F					
Intersection V/C	0.628					

Emissions

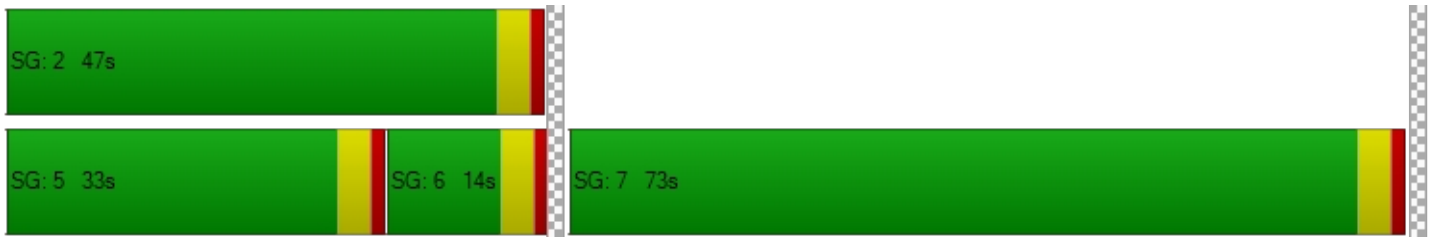
Vehicle Miles Traveled [mph]	37.30	8.64	80.71	42.01	38.91	31.11
Stops [stops/h]	118.47	27.32	249.45	2.13	4160.02	3104.66
Fuel consumption [US gal/h]	3.37	0.77	7.21	1.58	101.11	69.46
CO [g/h]	235.23	54.03	504.10	110.22	7067.79	4855.27
NOx [g/h]	45.77	10.51	98.08	21.45	1375.14	944.66
VOC [g/h]	54.52	12.52	116.83	25.55	1638.03	1125.26

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	524	2254	3616
d_b, Bicycle Delay [s]	10.39	0.31	12.46
l_b,int, Bicycle LOS Score for Intersection	1.839	2.109	1.560
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	94.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.380

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	216	334	41	111	367	463	272	215	270	20	152	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	24	32	0	0	90	0	0	37	13	0	16	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	240	366	41	111	457	463	272	252	283	20	168	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	92	10	28	114	116	68	63	71	5	42	21
Total Analysis Volume [veh/h]	240	366	41	111	457	463	272	252	283	20	168	82
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	325	339	343	375	457	463	360	535	304	316	334
Degree of Utilization, x	0.74	0.60	0.59	0.30	1.17	1.11	0.76	1.38	0.07	0.53	0.25

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	5.57	3.70	3.62	1.22	17.77	16.22	6.02	26.11	0.21	2.94	0.95
95th-Percentile Queue Length [ft]	139.32	92.48	90.49	30.44	444.32	405.62	150.52	652.74	5.26	73.59	23.68
Approach Delay [s/veh]	32.12			105.49			153.35		22.69		
Approach LOS	D			F			F		C		
Intersection Delay [s/veh]	94.16										
Intersection LOS	F										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	95.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.957

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	80	1520	614	235	1816	42	64	35	85	463	28	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	357	0	50	426	0	0	0	0	0	0	40
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	154	0	0	11	0	0	21	0	0	45
Total Hourly Volume [veh/h]	80	1877	460	285	2242	31	64	35	64	463	28	136
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	469	115	71	561	8	16	9	16	116	7	34
Total Analysis Volume [veh/h]	80	1877	460	285	2242	31	64	35	64	463	28	136
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	43	0	16	51	0	0	10	0	0	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	47	0	20	58	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	43	43	16	54	54	12	33	33	33
g / C, Green / Cycle	0.04	0.36	0.36	0.13	0.45	0.45	0.10	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.04	0.43	0.45	0.16	0.43	0.02	0.09	0.26	0.01	0.08
s, saturation flow rate [veh/h]	1810	3618	1720	1810	5176	1615	1745	1810	1900	1615
c, Capacity [veh/h]	75	1301	618	241	2335	729	177	492	517	439
d1, Uniform Delay [s]	57.50	38.43	38.43	52.00	31.88	18.43	53.40	42.72	32.27	34.72
k, delay calibration	0.13	0.50	0.50	0.50	0.50	0.50	0.33	0.37	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	70.28	98.25	126.61	115.81	11.36	0.11	37.24	22.84	0.04	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.06	1.20	1.25	1.18	0.96	0.04	0.92	0.94	0.05	0.31
d, Delay for Lane Group [s/veh]	127.78	136.68	165.04	167.81	43.24	18.54	90.65	65.57	32.31	35.11
Lane Group LOS	F	F	F	F	D	B	F	E	C	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.76	36.52	39.59	14.81	21.90	0.49	6.74	16.57	0.62	3.26
50th-Percentile Queue Length [ft/ln]	93.96	912.88	989.72	370.28	547.52	12.21	168.46	414.19	15.51	81.43
95th-Percentile Queue Length [veh/ln]	6.76	52.26	57.47	22.69	29.58	0.88	11.00	23.24	1.12	5.86
95th-Percentile Queue Length [ft/ln]	169.12	1306.47	1436.80	567.19	739.39	21.98	274.89	581.07	27.91	146.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	127.78	141.43	165.04	167.81	43.24	18.54	90.65	90.65	90.65	65.57	32.31	35.11
Movement LOS	F	F	F	F	D	B	F	F	F	E	C	D
d_A, Approach Delay [s/veh]	145.47			56.82			90.65			57.48		
Approach LOS	F			E			F			E		
d_I, Intersection Delay [s/veh]	95.02											
Intersection LOS	F											
Intersection V/C	0.957											

Emissions

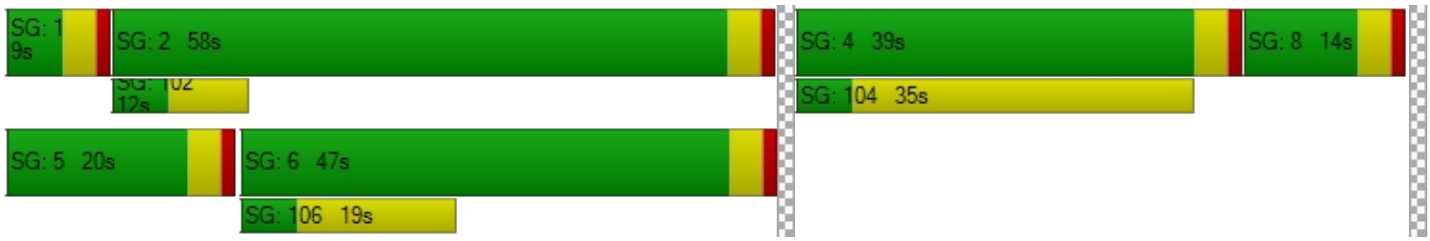
Vehicle Miles Traveled [mph]	39.93	779.84	386.50	27.58	216.93	3.00	13.00	233.90	14.15	68.71
Stops [stops/h]	112.75	2190.92	1187.66	444.33	1971.07	14.65	202.15	497.03	18.61	97.71
Fuel consumption [US gal/h]	4.35	87.66	48.48	16.20	51.67	0.40	4.37	18.60	0.89	4.44
CO [g/h]	303.82	6127.49	3388.62	1132.41	3611.83	28.09	305.21	1300.29	62.32	310.09
NOx [g/h]	59.11	1192.19	659.30	220.33	702.73	5.47	59.38	252.99	12.13	60.33
VOC [g/h]	70.41	1420.11	785.35	262.45	837.08	6.51	70.73	301.35	14.44	71.87

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.614	1.896	2.537
Crosswalk LOS	F	D	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	900	167	583
d_b, Bicycle Delay [s]	24.70	18.15	50.42	30.10
l_b,int, Bicycle LOS Score for Intersection	2.974	2.973	1.863	2.668
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	33.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	50	187	235	67	74	81	60	872	19	261	1007	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	0	0	0	19	20	89	6	0	38	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	59	0	0	25	0	0	6	0	0	21
Total Hourly Volume [veh/h]	56	187	176	67	74	75	80	961	19	261	1045	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	47	44	17	19	19	20	240	5	65	261	15
Total Analysis Volume [veh/h]	56	187	176	67	74	75	80	961	19	261	1045	61
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	12	28	0	7	15	0	16	24	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	14	0	27	32	0	10	19	0	30	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	34	4	35	35	5	20	20	15	30	30
g / C, Green / Cycle	0.04	0.38	0.05	0.39	0.39	0.06	0.22	0.22	0.17	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.03	0.21	0.04	0.04	0.05	0.04	0.19	0.01	0.14	0.29	0.04
s, saturation flow rate [veh/h]	1810	1750	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	76	668	90	741	630	103	1154	360	303	1206	539
d1, Uniform Delay [s]	42.62	21.70	42.18	17.43	17.57	41.87	33.37	27.49	36.44	28.11	20.78
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.97	3.15	11.23	0.27	0.39	11.68	1.64	0.06	7.14	2.02	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.54	0.74	0.10	0.12	0.78	0.83	0.05	0.86	0.87	0.11
d, Delay for Lane Group [s/veh]	55.59	24.85	53.41	17.70	17.96	53.55	35.01	27.55	43.59	30.14	20.87
Lane Group LOS	E	C	D	B	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.50	6.44	1.75	1.03	1.06	1.97	6.23	0.30	5.72	9.63	0.82
50th-Percentile Queue Length [ft/ln]	37.60	160.98	43.77	25.64	26.46	49.29	155.83	7.55	143.10	240.65	20.38
95th-Percentile Queue Length [veh/ln]	2.71	10.60	3.15	1.85	1.91	3.55	10.33	0.54	9.65	14.71	1.47
95th-Percentile Queue Length [ft/ln]	67.68	265.03	78.79	46.14	47.63	88.72	258.19	13.59	241.19	367.85	36.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.59	24.85	24.85	53.41	17.70	17.96	53.55	35.01	27.55	43.59	30.14	20.87
Movement LOS	E	C	C	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	28.96			28.87			36.28			32.29		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.97											
Intersection LOS	C											
Intersection V/C	0.578											

Emissions

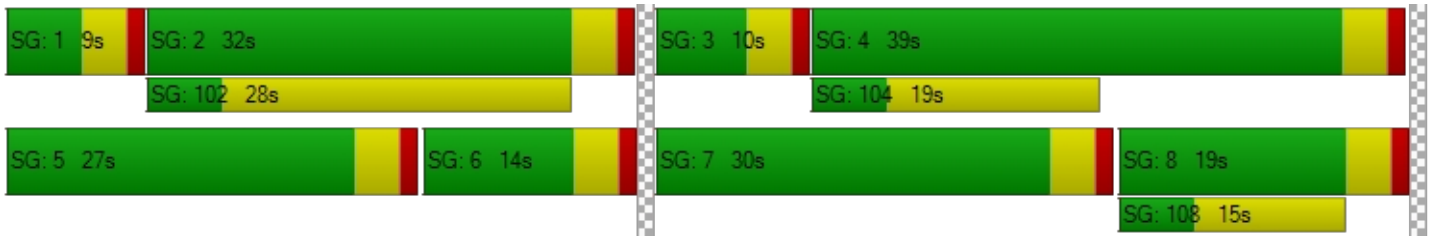
Vehicle Miles Traveled [mph]	7.86	50.92	9.33	10.30	10.44	40.04	480.92	9.51	68.18	272.99	15.94
Stops [stops/h]	60.16	257.57	70.03	41.02	42.33	78.86	747.99	12.08	228.95	770.07	32.60
Fuel consumption [US gal/h]	1.22	5.11	1.42	0.89	0.91	3.68	36.83	0.65	8.85	29.84	1.40
CO [g/h]	85.10	357.45	98.99	62.01	63.33	256.94	2574.25	45.37	618.50	2086.09	97.70
NOx [g/h]	16.56	69.55	19.26	12.07	12.32	49.99	500.86	8.83	120.34	405.88	19.01
VOC [g/h]	19.72	82.84	22.94	14.37	14.68	59.55	596.61	10.51	143.34	483.47	22.64

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.253	2.288	3.183	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	622	333	778
d_b, Bicycle Delay [s]	35.56	21.36	31.25	16.81
l_b,int, Bicycle LOS Score for Intersection	2.348	1.957	2.146	2.705
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 25: Nuevo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	69.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.818

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	272	357	191	36	360	72	134	958	321	179	910	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	12	0	90	13	0	0	26	5	0	19	44
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	48	0	0	18	0	0	82	0	0	33
Total Hourly Volume [veh/h]	281	369	143	126	373	54	134	984	244	179	929	99
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	92	36	32	93	14	34	246	61	45	232	25
Total Analysis Volume [veh/h]	281	369	143	126	373	54	134	984	244	179	929	99
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	31	0	0	31	0	6	22	0	5	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	35	0	0	35	0	10	26	0	9	25	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	31	31	6	22	22	5	21	21
g / C, Green / Cycle	0.44	0.44	0.44	0.44	0.09	0.31	0.31	0.07	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.29	0.19	0.09	0.45	0.07	0.27	0.15	0.10	0.26	0.06
s, saturation flow rate [veh/h]	976	1900	1615	1238	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	148	841	715	611	155	1137	508	129	1085	485
d1, Uniform Delay [s]	22.67	13.48	11.92	20.90	31.60	22.61	19.39	32.50	23.08	18.27
k, delay calibration	0.19	0.11	0.11	0.46	0.22	0.50	0.50	0.49	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	416.99	0.36	0.14	18.00	23.78	8.88	3.24	213.22	8.69	0.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.90	0.44	0.20	0.90	0.86	0.87	0.48	1.38	0.86	0.20
d, Delay for Lane Group [s/veh]	439.67	13.84	12.06	38.90	55.38	31.49	22.62	245.72	31.77	19.22
Lane Group LOS	F	B	B	D	E	C	C	F	C	B
Critical Lane Group	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	19.34	3.41	1.17	10.74	3.11	8.16	3.33	9.70	7.73	1.21
50th-Percentile Queue Length [ft/ln]	483.45	85.32	29.18	268.44	77.86	203.95	83.24	242.60	193.28	30.29
95th-Percentile Queue Length [veh/ln]	34.81	6.14	2.10	16.11	5.61	12.84	5.99	16.29	12.29	2.18
95th-Percentile Queue Length [ft/ln]	870.20	153.57	52.53	402.79	140.14	321.05	149.83	407.15	307.28	54.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	439.67	13.84	12.06	38.90	38.90	38.90	55.38	31.49	22.62	245.72	31.77	19.22
Movement LOS	F	B	B	D	D	D	E	C	C	F	C	B
d_A, Approach Delay [s/veh]	164.41			38.90			32.25			62.47		
Approach LOS	F			D			C			E		
d_I, Intersection Delay [s/veh]	69.28											
Intersection LOS	E											
Intersection V/C	0.818											

Emissions

Vehicle Miles Traveled [mph]	106.17	139.42	54.03	277.84	67.79	497.81	123.44	89.58	464.91	49.54
Stops [stops/h]	994.52	175.51	60.03	552.22	160.16	839.09	171.23	499.06	795.21	62.31
Fuel consumption [US gal/h]	41.14	8.00	2.95	20.77	5.51	32.38	7.23	17.06	30.47	2.77
CO [g/h]	2875.77	559.25	206.16	1451.64	385.27	2263.37	505.19	1192.53	2129.93	193.91
NOx [g/h]	559.52	108.81	40.11	282.44	74.96	440.37	98.29	232.02	414.41	37.73
VOC [g/h]	666.49	129.61	47.78	336.43	89.29	524.56	117.08	276.38	493.63	44.94

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.860	2.611	3.605	3.281
Crosswalk LOS	C	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	886	886	629	600
d_b, Bicycle Delay [s]	10.86	10.86	16.46	17.15
l_b,int, Bicycle LOS Score for Intersection	2.947	2.502	2.751	2.583
Bicycle LOS	C	B	C	B

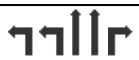
Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	68.4
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.883

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	174	1020	265	420	1095	399	493	991	240	445	726	396
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	37	99	0	31	222	174	230	0	0	0	0	28
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	66	0	0	143	0	0	60	0	0	106
Total Hourly Volume [veh/h]	211	1119	199	451	1317	430	723	991	180	445	726	318
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	280	50	113	329	108	181	248	45	111	182	80
Total Analysis Volume [veh/h]	211	1119	199	451	1317	430	723	991	180	445	726	318
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	38	0	8	32	0	9	32	0	16	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	33	0	17	38	0	27	52	0	18	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	40	40	13	45	45	23	37	37	14	28	28
g / C, Green / Cycle	0.07	0.34	0.34	0.11	0.38	0.38	0.19	0.31	0.31	0.12	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.12	0.22	0.12	0.13	0.36	0.15	0.21	0.27	0.11	0.13	0.14	0.20
s, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	2859	3514	3618	1615	3514	5176	1615
c, Capacity [veh/h]	121	1738	542	381	1366	1079	674	1106	494	410	1195	373
d1, Uniform Delay [s]	56.00	33.77	30.18	53.50	36.56	27.37	48.50	39.82	32.54	53.00	41.29	44.20
k, delay calibration	0.40	0.50	0.50	0.12	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	363.07	1.85	1.91	89.76	17.20	1.10	40.02	2.85	0.45	48.08	0.50	8.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.75	0.64	0.37	1.18	0.96	0.40	1.07	0.90	0.36	1.09	0.61	0.85
d, Delay for Lane Group [s/veh]	419.07	35.62	32.09	143.26	53.76	28.47	88.52	42.67	32.99	101.08	41.79	52.56
Lane Group LOS	F	D	C	F	D	C	F	D	C	F	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	15.73	9.13	4.50	10.33	21.05	4.51	13.58	13.96	4.08	8.80	6.34	9.70
50th-Percentile Queue Length [ft/ln]	393.17	228.30	112.53	258.25	526.15	112.78	339.46	348.95	101.88	219.90	158.40	242.50
95th-Percentile Queue Length [veh/ln]	25.61	14.09	7.98	16.64	28.57	7.99	20.35	20.09	7.34	14.12	10.46	14.81
95th-Percentile Queue Length [ft/ln]	640.15	352.19	199.51	415.90	714.24	199.86	508.71	502.13	183.39	352.98	261.60	370.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	419.07	35.62	32.09	143.26	53.76	28.47	88.52	42.67	32.99	101.08	41.79	52.56
Movement LOS	F	D	C	F	D	C	F	D	C	F	D	D
d_A, Approach Delay [s/veh]	88.07			67.17			59.25			61.81		
Approach LOS	F			E			E			E		
d_I, Intersection Delay [s/veh]	68.44											
Intersection LOS	E											
Intersection V/C	0.883											

Emissions

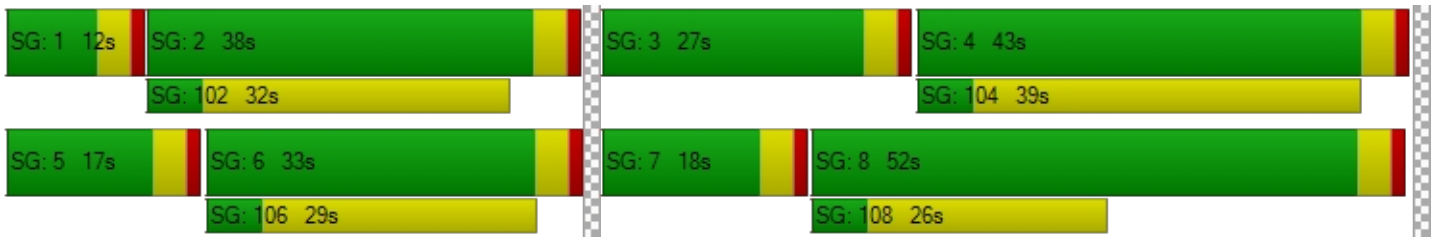
Vehicle Miles Traveled [mph]	79.44	421.27	74.92	225.08	657.28	214.60	161.03	220.72	40.09	225.13	367.29	160.88
Stops [stops/h]	471.80	821.87	135.03	619.79	1262.76	270.67	814.72	837.48	122.26	527.76	570.24	291.00
Fuel consumption [US gal/h]	26.58	32.77	5.55	28.57	52.64	13.21	26.79	24.74	3.85	22.40	24.93	12.02
CO [g/h]	1857.88	2290.53	387.71	1996.86	3679.32	923.54	1872.86	1729.21	268.80	1565.81	1742.78	840.36
NOx [g/h]	361.48	445.65	75.43	388.52	715.86	179.69	364.39	336.44	52.30	304.65	339.08	163.50
VOC [g/h]	430.58	530.85	89.86	462.79	852.72	214.04	434.05	400.76	62.30	362.89	403.91	194.76

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.492	3.817	3.450	3.428
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	483	567	800	650
d_b, Bicycle Delay [s]	34.50	30.82	21.60	27.34
l_b,int, Bicycle LOS Score for Intersection	2.437	3.491	3.172	2.437
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	190.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.449

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	293	0	1854	1752	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	159	0	230	174	37
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	452	0	2084	1926	245
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	113	0	521	482	61
Total Analysis Volume [veh/h]	0	452	0	2084	1926	245
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	2.45	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	190.41	0.00	0.00	0.00	0.00
Movement LOS		F		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	12.15	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	303.87	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	190.41		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	18.28					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	26.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.725

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	153	6	807	0	0	0	182	1211	0	0	1229	746
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	199	0	0	0	0	31	0	0	301	32
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	252	0	0	0	0	0	0	0	0	195
Total Hourly Volume [veh/h]	153	6	754	0	0	0	182	1242	0	0	1530	583
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	2	189	0	0	0	46	311	0	0	383	146
Total Analysis Volume [veh/h]	153	6	754	0	0	0	182	1242	0	0	1530	583
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	5	42	0	0	33	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	16	0	0	0	0	22	44	0	0	22	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	14		8	38	26	26
g / C, Green / Cycle	0.24	0.24		0.13	0.63	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.09	0.26		0.10	0.24	0.30	0.36
s, saturation flow rate [veh/h]	1813	2859		1810	5176	5176	1615
c, Capacity [veh/h]	432	681		234	3252	2238	698
d1, Uniform Delay [s]	19.08	22.85		25.29	5.45	13.72	15.12
k, delay calibration	0.50	0.50		0.11	0.11	0.11	0.20
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.41	67.61		5.52	0.07	0.37	4.91
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	1.11		0.78	0.38	0.68	0.83
d, Delay for Lane Group [s/veh]	21.49	90.47		30.81	5.52	14.09	20.04
Lane Group LOS	C	F		C	A	B	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.92	10.59		2.62	1.57	4.49	6.52
50th-Percentile Queue Length [ft/ln]	48.06	264.68		65.52	39.23	112.36	162.97
95th-Percentile Queue Length [veh/ln]	3.46	16.78		4.72	2.82	7.97	10.71
95th-Percentile Queue Length [ft/ln]	86.51	419.52		117.94	70.61	199.27	267.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.49	21.49	90.47	0.00	0.00	0.00	30.81	5.52	0.00	0.00	14.09	20.04
Movement LOS	C	C	F				C	A			B	C
d_A, Approach Delay [s/veh]	78.45			0.00			8.76			15.73		
Approach LOS	E			A			A			B		
d_I, Intersection Delay [s/veh]	26.37											
Intersection LOS	C											
Intersection V/C	0.725											

Emissions

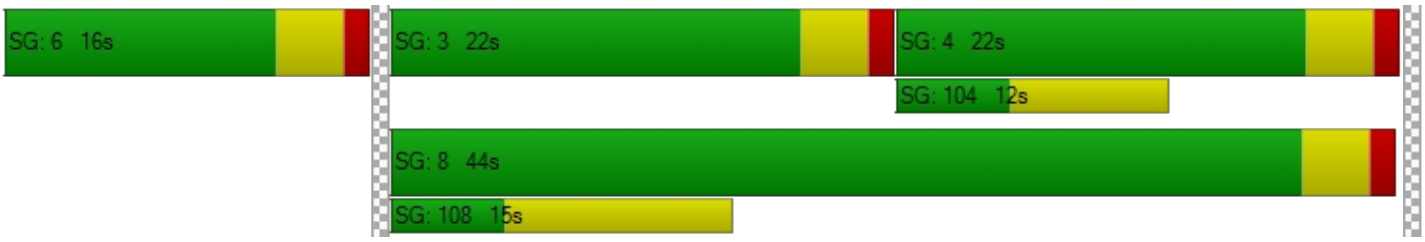
Vehicle Miles Traveled [mph]	27.64	131.06		15.08	102.90	84.09	32.04
Stops [stops/h]	115.35	1270.48		157.26	282.45	808.96	391.13
Fuel consumption [US gal/h]	2.82	31.06		3.23	7.86	15.35	7.37
CO [g/h]	197.01	2170.76		225.50	549.20	1072.81	514.99
NOx [g/h]	38.33	422.35		43.87	106.86	208.73	100.20
VOC [g/h]	45.66	503.10		52.26	127.28	248.63	119.35

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.784	2.166	0.000	0.000
Crosswalk LOS	C	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	0	1333	600
d_b, Bicycle Delay [s]	19.20	30.00	3.33	14.70
l_b,int, Bicycle LOS Score for Intersection	3.482	4.132	2.343	2.829
Bicycle LOS	C	D	B	C

Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	86.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.920

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	910	1	179	0	555	679	910	744	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	31	0	0	0	0	0	301	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	45	0	0	170	0	0	0
Total Hourly Volume [veh/h]	0	0	0	941	1	134	0	555	509	1211	744	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	235	0	34	0	139	127	303	186	0
Total Analysis Volume [veh/h]	0	0	0	941	1	134	0	555	509	1211	744	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	33	0	5	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	41	0	0	43	0	36	79	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		21	21	21	41	41	46	91
g / C, Green / Cycle		0.18	0.18	0.18	0.34	0.34	0.38	0.76
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.08	0.15	0.32	0.34	0.14
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	5176
c, Capacity [veh/h]		322	322	288	1241	554	1331	3909
d1, Uniform Delay [s]		49.32	49.32	44.21	30.59	37.81	35.32	4.20
k, delay calibration		0.50	0.50	0.50	0.11	0.15	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		224.32	224.26	5.35	0.25	8.74	2.75	0.02
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		1.46	1.46	0.47	0.45	0.92	0.91	0.19
d, Delay for Lane Group [s/veh]		273.64	273.58	49.55	30.84	46.55	38.07	4.22
Lane Group LOS		F	F	D	C	D	D	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		29.51	29.51	3.94	6.13	15.14	16.54	1.40
50th-Percentile Queue Length [ft/ln]		737.70	737.63	98.61	153.19	378.51	413.54	35.02
95th-Percentile Queue Length [veh/ln]		45.22	45.21	7.10	10.19	21.52	23.21	2.52
95th-Percentile Queue Length [ft/ln]		1130.40	1130.26	177.50	254.68	538.05	580.30	63.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	273.61	273.58	49.55	0.00	30.84	46.55	38.07	4.22	0.00
Movement LOS				F	F	D		C	D	D	A	
d_A, Approach Delay [s/veh]	0.00			245.71			38.36			25.19		
Approach LOS	A			F			D			C		
d_I, Intersection Delay [s/veh]	86.55											
Intersection LOS	F											
Intersection V/C	0.920											

Emissions

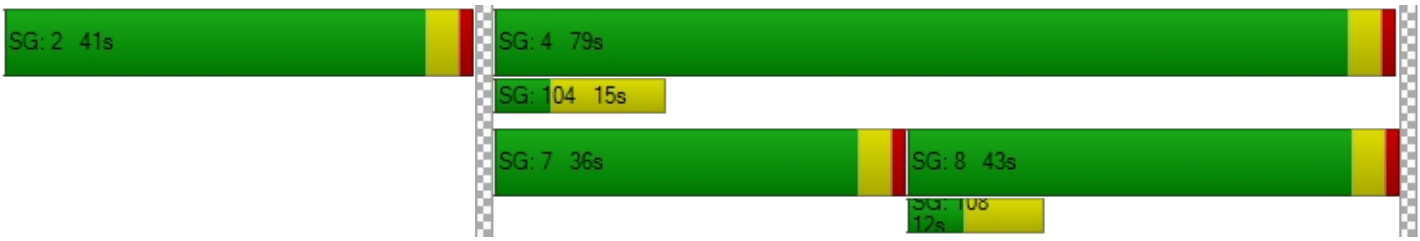
Vehicle Miles Traveled [mph]		40.73	40.73	11.59	147.09	134.90	100.33	61.64
Stops [stops/h]		885.24	885.15	118.34	367.65	454.21	992.50	126.08
Fuel consumption [US gal/h]		36.38	36.37	2.93	12.36	14.12	22.72	4.09
CO [g/h]		2542.80	2542.31	204.71	864.20	986.70	1588.42	285.56
NOx [g/h]		494.74	494.64	39.83	168.14	191.98	309.05	55.56
VOC [g/h]		589.32	589.20	47.44	200.29	228.68	368.13	66.18

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.652	2.505	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	617	650	1250
d_b, Bicycle Delay [s]	60.00	28.70	27.34	8.44
l_b,int, Bicycle LOS Score for Intersection	4.132	3.409	2.238	2.635
Bicycle LOS	D	C	B	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	59	678	14	50	622	37	52	26	71	8	21	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	0	5	13	12	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	687	14	50	627	50	64	26	90	8	21	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	172	4	13	157	13	16	7	23	2	5	10
Total Analysis Volume [veh/h]	59	687	14	50	627	50	64	26	90	8	21	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	512	552	555	509	549	558	498	485
Degree of Utilization, x	0.12	0.63	0.63	0.10	0.62	0.61	0.36	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.39	4.43	4.39	0.32	4.17	4.04	1.63	0.48
95th-Percentile Queue Length [ft]	9.70	110.85	109.87	8.12	104.29	101.02	40.78	11.91
Approach Delay [s/veh]	19.06			18.37			14.27	11.61
Approach LOS	C			C			B	B
Intersection Delay [s/veh]	17.98							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	7.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	1425	92	116	1642	85	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	135	12	19	203	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	26	0	0	0	26
Total Hourly Volume [veh/h]	1560	78	135	1845	98	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	390	20	34	461	25	19
Total Analysis Volume [veh/h]	1560	78	135	1845	98	76
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	16	0	5	25	27	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21	0	33	54	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	54	54	8	66	6	6
g / C, Green / Cycle	0.67	0.67	0.10	0.82	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.30	0.29	0.07	0.36	0.05	0.05
s, saturation flow rate [veh/h]	3618	1853	1810	5176	1810	1615
c, Capacity [veh/h]	2430	1245	176	4238	147	131
d1, Uniform Delay [s]	6.18	6.11	35.23	2.04	35.70	35.44
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.60	1.12	6.86	0.33	5.13	4.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.44	0.77	0.44	0.67	0.58
d, Delay for Lane Group [s/veh]	6.78	7.24	42.10	2.37	40.83	39.44
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.10	3.26	2.74	0.56	2.05	1.56
50th-Percentile Queue Length [ft/ln]	77.54	81.43	68.60	13.94	51.27	39.08
95th-Percentile Queue Length [veh/ln]	5.58	5.86	4.94	1.00	3.69	2.81
95th-Percentile Queue Length [ft/ln]	139.57	146.57	123.48	25.10	92.28	70.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.92	7.24	42.10	2.37	40.83	39.44
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	6.93		5.08		40.22	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	7.49					
Intersection LOS	A					
Intersection V/C	0.431					

Emissions

Vehicle Miles Traveled [mph]	474.13	237.07	50.82	694.59	49.19	38.15
Stops [stops/h]	279.13	146.57	123.48	75.29	92.28	70.35
Fuel consumption [US gal/h]	21.23	10.75	4.43	25.63	3.38	2.60
CO [g/h]	1483.95	751.62	309.93	1791.81	236.29	181.41
NOx [g/h]	288.72	146.24	60.30	348.62	45.97	35.30
VOC [g/h]	343.92	174.20	71.83	415.27	54.76	42.04

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.350	2.092
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	425	1250	550
d_b, Bicycle Delay [s]	24.81	5.63	21.03
l_b,int, Bicycle LOS Score for Intersection	2.475	2.649	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	111.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.078

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	90	1120	7	600	1120	277	591	162	118	190	470	188
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	129	0	6	197	13	12	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	73	0	0	30	0	0	49
Total Hourly Volume [veh/h]	90	1249	5	606	1317	217	603	162	88	190	470	145
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	312	1	152	329	54	151	41	22	48	118	36
Total Analysis Volume [veh/h]	90	1249	5	606	1317	217	603	162	88	190	470	145
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	23	0	29	39	0	28	30	0	28	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	24	24	25	42	42	24	31	31	14	21	21
g / C, Green / Cycle	0.06	0.22	0.22	0.23	0.38	0.38	0.22	0.28	0.28	0.12	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.24	0.00	0.33	0.25	0.13	0.33	0.09	0.05	0.11	0.17	0.17
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	1900	1615	1810	1900	1748
c, Capacity [veh/h]	115	1128	352	411	1976	616	395	540	459	226	363	334
d1, Uniform Delay [s]	50.76	43.01	33.74	42.50	28.20	24.29	43.00	30.79	29.79	47.06	43.27	43.30
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.23	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.95	61.15	0.07	225.94	1.80	1.58	249.84	0.31	0.20	8.16	13.72	14.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	1.11	0.01	1.47	0.67	0.35	1.53	0.30	0.19	0.84	0.88	0.88
d, Delay for Lane Group [s/veh]	61.71	104.16	33.81	268.44	30.00	25.87	292.84	31.10	29.99	55.23	57.00	58.26
Lane Group LOS	E	F	C	F	C	C	F	C	C	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.72	16.16	0.11	36.48	9.34	4.11	37.66	3.28	1.73	5.44	9.52	8.90
50th-Percentile Queue Length [ft/ln]	68.07	404.02	2.73	911.98	233.61	102.70	941.57	82.10	43.18	135.95	238.10	222.51
95th-Percentile Queue Length [veh/ln]	4.90	24.03	0.20	55.64	14.36	7.39	57.76	5.91	3.11	9.26	14.59	13.79
95th-Percentile Queue Length [ft/ln]	122.53	600.68	4.91	1390.93	358.95	184.87	1444.05	147.78	77.72	231.56	364.63	344.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.71	104.16	33.81	268.44	30.00	25.87	292.84	31.10	29.99	55.23	57.40	58.26
Movement LOS	E	F	C	F	C	C	F	C	C	E	E	E
d_A, Approach Delay [s/veh]	101.06			97.10			216.02			57.04		
Approach LOS	F			F			F			E		
d_I, Intersection Delay [s/veh]	111.59											
Intersection LOS	F											
Intersection V/C	1.078											

Emissions

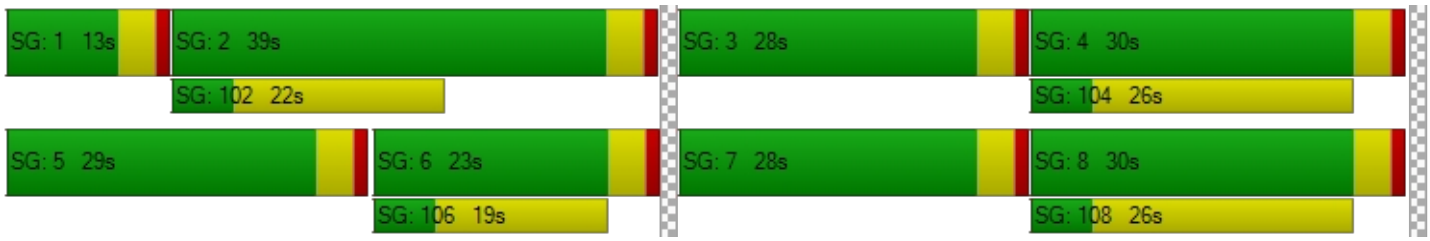
Vehicle Miles Traveled [mph]	26.03	361.20	1.45	116.37	252.90	41.67	67.96	18.26	9.92	23.99	40.39	37.25
Stops [stops/h]	89.11	1586.71	3.57	1193.87	917.46	134.45	1232.61	107.48	56.52	177.97	311.70	291.29
Fuel consumption [US gal/h]	3.13	58.58	0.13	51.93	28.12	4.24	53.58	2.99	1.58	5.17	8.97	8.40
CO [g/h]	218.80	4094.77	8.97	3629.89	1965.33	296.53	3745.43	208.81	110.43	361.40	627.01	586.93
NOx [g/h]	42.57	796.69	1.75	706.25	382.38	57.69	728.72	40.63	21.48	70.32	121.99	114.19
VOC [g/h]	50.71	949.00	2.08	841.26	455.48	68.72	868.04	48.39	25.59	83.76	145.32	136.03

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.283	3.619	2.861	2.808
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	345	636	473	473
d_b, Bicycle Delay [s]	37.64	25.57	32.07	32.07
l_b,int, Bicycle LOS Score for Intersection	2.300	2.777	3.017	2.264
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	50.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	204	190	137	99	300	203	133	2116	177	165	1480	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	18	18	0	11	0	0	0	11	11	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	39	0	0	51	0	0	47	0	0	13
Total Hourly Volume [veh/h]	222	208	116	99	311	152	133	2116	141	176	1480	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	52	29	25	78	38	33	529	35	44	370	9
Total Analysis Volume [veh/h]	222	208	116	99	311	152	133	2116	141	176	1480	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	6	29	0	5	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	17	39	0	14	36	0	25	52	0	15	42	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	37	37	8	32	32	11	48	48	11	48	48
g / C, Green / Cycle	0.11	0.31	0.31	0.07	0.27	0.27	0.09	0.40	0.40	0.09	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.12	0.09	0.09	0.05	0.09	0.09	0.07	0.41	0.09	0.10	0.29	0.02
s, saturation flow rate [veh/h]	1810	1900	1677	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	196	583	514	124	965	431	163	2070	646	166	2078	649
d1, Uniform Delay [s]	53.50	31.68	31.75	55.09	35.30	35.62	53.62	36.00	23.67	54.50	30.09	21.99
k, delay calibration	0.49	0.50	0.50	0.14	0.50	0.50	0.11	0.11	0.11	0.42	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	103.51	1.27	1.49	14.57	0.89	2.26	9.49	15.52	0.17	81.12	0.46	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.13	0.29	0.30	0.80	0.32	0.35	0.82	1.02	0.22	1.06	0.71	0.06
d, Delay for Lane Group [s/veh]	157.01	32.95	33.24	69.66	36.19	37.88	63.11	51.52	23.83	135.62	30.55	22.03
Lane Group LOS	F	C	C	E	D	D	E	F	C	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	11.39	3.86	3.52	3.38	3.67	3.77	4.21	21.35	2.50	8.53	11.08	0.61
50th-Percentile Queue Length [ft/ln]	284.67	96.52	88.00	84.50	91.77	94.35	105.22	533.81	62.47	213.31	277.05	15.23
95th-Percentile Queue Length [veh/ln]	17.78	6.95	6.34	6.08	6.61	6.79	7.57	29.39	4.50	13.62	16.54	1.10
95th-Percentile Queue Length [ft/ln]	444.52	173.73	158.40	152.09	165.18	169.83	189.33	734.79	112.44	340.60	413.54	27.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	157.01	33.01	33.24	69.66	36.19	37.88	63.11	51.52	23.83	135.62	30.55	22.03
Movement LOS	F	C	C	E	D	D	E	F	C	F	C	C
d_A, Approach Delay [s/veh]	83.47			42.54			50.53			41.29		
Approach LOS	F			D			D			D		
d_I, Intersection Delay [s/veh]	50.11											
Intersection LOS	D											
Intersection V/C	0.723											

Emissions

Vehicle Miles Traveled [mph]	128.92	98.88	89.28	17.33	54.45	26.61	15.08	239.97	15.99	43.99	369.88	9.25
Stops [stops/h]	341.61	115.82	105.60	101.40	220.24	113.22	126.26	1921.72	74.96	255.97	997.38	18.27
Fuel consumption [US gal/h]	15.76	5.97	5.41	3.26	6.89	3.49	4.56	65.90	2.61	11.08	40.10	0.81
CO [g/h]	1101.50	417.38	378.38	227.75	481.96	244.07	318.58	4606.65	182.52	774.66	2802.99	56.94
NOx [g/h]	214.31	81.21	73.62	44.31	93.77	47.49	61.98	896.29	35.51	150.72	545.36	11.08
VOC [g/h]	255.28	96.73	87.69	52.78	111.70	56.56	73.83	1067.63	42.30	179.53	649.62	13.20

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.739	2.785	3.794	3.670
Crosswalk LOS	B	C	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	800	633
d_b, Bicycle Delay [s]	30.10	32.27	21.60	28.02
l_b,int, Bicycle LOS Score for Intersection	2.042	2.065	2.900	2.498
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	26.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	93	281	42	34	744	36	23	41	144	291	53	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	54	0	0	33	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	11	0	0	9	0	0	36	0	0	7
Total Hourly Volume [veh/h]	93	335	31	34	777	27	23	41	108	291	53	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	84	8	9	194	7	6	10	27	73	13	5
Total Analysis Volume [veh/h]	93	335	31	34	777	27	23	41	108	291	53	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	26	0	9	26	0	16	26	0	19	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	37	37	3	35	35	2	10	10	15	22	22
g / C, Green / Cycle	0.06	0.46	0.46	0.03	0.43	0.43	0.03	0.12	0.12	0.18	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.05	0.10	0.10	0.02	0.21	0.21	0.01	0.02	0.07	0.16	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1844	1810	1900	1878	1810	1900	1615	1810	1900	1722
c, Capacity [veh/h]	113	880	854	60	824	815	47	231	196	329	528	478
d1, Uniform Delay [s]	37.06	12.78	12.79	38.09	16.29	16.29	38.44	31.54	33.07	31.90	21.30	21.32
k, delay calibration	0.18	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.31	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.66	0.54	0.57	7.98	2.08	2.11	7.66	0.36	2.39	18.89	0.06	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.21	0.21	0.56	0.49	0.49	0.49	0.18	0.55	0.88	0.07	0.08
d, Delay for Lane Group [s/veh]	57.73	13.32	13.36	46.07	18.37	18.40	46.10	31.90	35.46	50.78	21.36	21.38
Lane Group LOS	E	B	B	D	B	B	D	C	D	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.34	1.84	1.81	0.75	5.10	5.05	0.53	0.71	2.03	6.95	0.51	0.48
50th-Percentile Queue Length [ft/ln]	58.55	46.11	45.27	18.87	127.52	126.19	13.30	17.79	50.77	173.81	12.80	12.07
95th-Percentile Queue Length [veh/ln]	4.22	3.32	3.26	1.36	8.80	8.73	0.96	1.28	3.66	11.28	0.92	0.87
95th-Percentile Queue Length [ft/ln]	105.40	83.00	81.49	33.96	220.12	218.31	23.94	32.01	91.39	281.92	23.04	21.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.73	13.34	13.36	46.07	18.38	18.40	46.10	31.90	35.46	50.78	21.36	21.38
Movement LOS	E	B	B	D	B	B	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	22.33			19.50			36.03			44.82		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	26.80											
Intersection LOS	C											
Intersection V/C	0.492											

Emissions

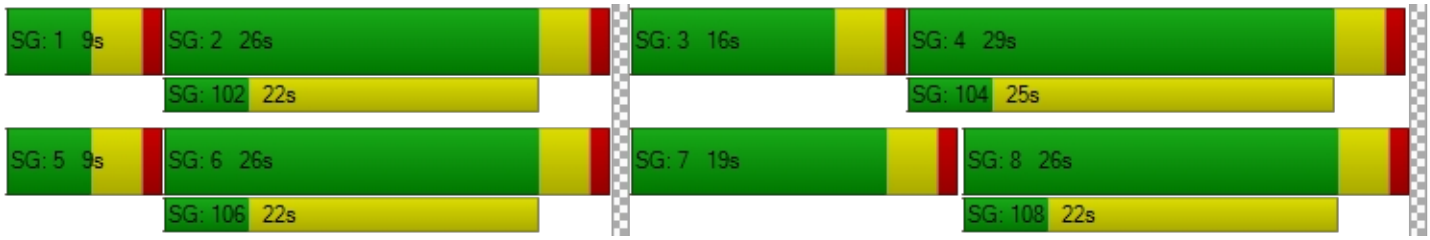
Vehicle Miles Traveled [mph]	46.22	91.93	89.97	19.74	234.81	232.09	1.01	1.81	4.76	145.94	19.12	17.99
Stops [stops/h]	105.40	83.00	81.49	33.96	229.53	227.15	23.94	32.01	91.39	312.86	23.04	21.73
Fuel consumption [US gal/h]	3.99	4.68	4.59	1.42	12.41	12.28	0.43	0.58	1.65	10.92	1.07	1.01
CO [g/h]	278.70	327.45	320.78	99.10	867.74	858.10	30.37	40.25	115.20	763.51	74.65	70.27
NOx [g/h]	54.22	63.71	62.41	19.28	168.83	166.95	5.91	7.83	22.41	148.55	14.52	13.67
VOC [g/h]	64.59	75.89	74.34	22.97	201.11	198.87	7.04	9.33	26.70	176.95	17.30	16.29

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.803	2.669	2.435	2.417
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	550	625
d_b, Bicycle Delay [s]	21.03	21.03	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	1.947	2.258	1.731	1.867
Bicycle LOS	A	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	31.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.441

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	100.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	16	225	133	78	389	29	19	140	205	355	67	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	54	0	0	33	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	33	0	0	7	0	0	51	0	0	32
Total Hourly Volume [veh/h]	16	279	100	78	422	22	19	140	154	355	67	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	70	25	20	106	6	5	35	39	89	17	24
Total Analysis Volume [veh/h]	16	279	100	78	422	22	19	140	154	355	67	95
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	10	30	0	18	26	0	24	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	39	39	5	42	42	2	11	11	19	28	28
g / C, Green / Cycle	0.02	0.43	0.43	0.06	0.47	0.47	0.02	0.12	0.12	0.21	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.01	0.10	0.11	0.04	0.12	0.01	0.01	0.04	0.10	0.20	0.02	0.06
s, saturation flow rate [veh/h]	1810	1900	1734	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	35	817	745	101	1688	754	42	440	197	389	1134	506
d1, Uniform Delay [s]	43.69	16.29	16.35	41.93	14.49	12.98	43.40	36.11	38.37	34.52	21.62	22.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.35	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.38	0.69	0.79	11.82	0.35	0.07	7.52	0.41	6.70	21.67	0.02	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.46	0.24	0.25	0.77	0.25	0.03	0.45	0.32	0.78	0.91	0.06	0.19
d, Delay for Lane Group [s/veh]	53.06	16.98	17.14	53.76	14.85	13.05	50.91	36.52	45.07	56.19	21.64	22.72
Lane Group LOS	D	B	B	D	B	B	D	D	D	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.44	2.63	2.50	1.96	2.41	0.23	0.49	1.37	3.50	9.44	0.47	1.40
50th-Percentile Queue Length [ft/ln]	10.98	65.64	62.41	49.12	60.27	5.81	12.21	34.14	87.48	235.88	11.68	34.91
95th-Percentile Queue Length [veh/ln]	0.79	4.73	4.49	3.54	4.34	0.42	0.88	2.46	6.30	14.47	0.84	2.51
95th-Percentile Queue Length [ft/ln]	19.77	118.16	112.34	88.42	108.49	10.46	21.97	61.45	157.46	361.82	21.02	62.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.06	17.03	17.14	53.76	14.85	13.05	50.91	36.52	45.07	56.19	21.64	22.72
Movement LOS	D	B	B	D	B	B	D	D	D	E	C	C
d_A, Approach Delay [s/veh]	18.52			20.58			41.60			45.56		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	31.27											
Intersection LOS	C											
Intersection V/C	0.441											

Emissions

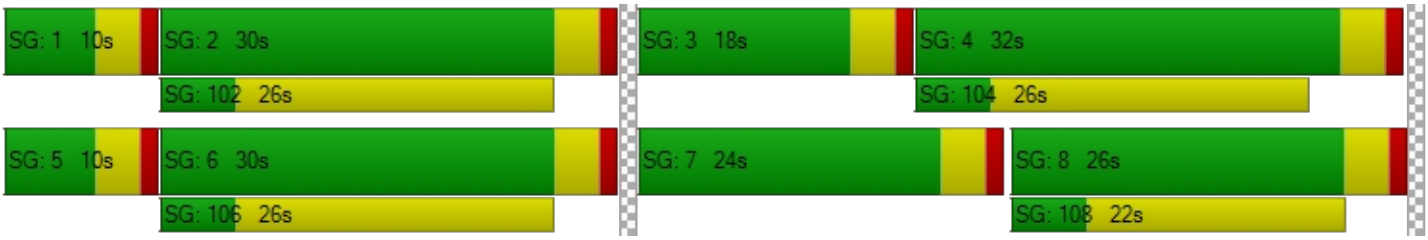
Vehicle Miles Traveled [mph]	8.00	97.58	91.87	38.76	209.72	10.93	3.17	23.37	25.70	152.81	28.84	40.89
Stops [stops/h]	17.57	105.03	99.85	78.60	192.86	9.29	19.53	109.24	139.97	377.41	37.38	55.86
Fuel consumption [US gal/h]	0.60	5.27	4.97	3.16	10.86	0.55	0.55	3.20	4.03	13.99	1.75	2.54
CO [g/h]	41.88	368.51	347.74	220.83	759.24	38.36	38.33	223.65	281.96	977.89	122.21	177.23
NOx [g/h]	8.15	71.70	67.66	42.97	147.72	7.46	7.46	43.51	54.86	190.26	23.78	34.48
VOC [g/h]	9.71	85.40	80.59	51.18	175.96	8.89	8.88	51.83	65.35	226.63	28.32	41.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.623	2.805	2.643	2.719
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	489	622
d_b, Bicycle Delay [s]	22.76	22.76	25.69	21.36
l_b,int, Bicycle LOS Score for Intersection	1.913	1.996	1.860	2.013
Bicycle LOS	A	A	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	53.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.775

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	190	826	71	137	923	247	339	982	133	98	621	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	137	17	42	50	0	0	0	0	68
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	18	0	0	72	0	0	33	0	0	34
Total Hourly Volume [veh/h]	190	837	53	274	940	217	389	982	100	98	621	102
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	209	13	69	235	54	97	246	25	25	155	26
Total Analysis Volume [veh/h]	190	837	53	274	940	217	389	982	100	98	621	102
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	26	0	15	26	0	23	37	0	12	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	24	24	11	24	24	19	32	32	6	20	20
g / C, Green / Cycle	0.12	0.27	0.27	0.12	0.27	0.27	0.21	0.36	0.36	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.11	0.16	0.16	0.15	0.26	0.13	0.21	0.29	0.29	0.05	0.19	0.20
s, saturation flow rate [veh/h]	1810	3618	1843	1810	3618	1615	1810	1900	1839	1810	1900	1808
c, Capacity [veh/h]	221	971	494	221	971	433	382	685	663	129	419	399
d1, Uniform Delay [s]	38.74	28.78	28.79	39.50	32.55	27.83	35.50	25.86	25.95	41.04	33.95	33.96
k, delay calibration	0.29	0.50	0.50	0.50	0.50	0.50	0.44	0.28	0.28	0.11	0.29	0.29
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.25	2.82	5.48	139.93	22.21	4.09	47.82	5.44	5.92	8.81	14.70	15.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.61	0.61	1.24	0.97	0.50	1.02	0.80	0.81	0.76	0.88	0.88
d, Delay for Lane Group [s/veh]	59.99	31.60	34.28	179.43	54.76	31.93	83.32	31.30	31.87	49.85	48.65	49.40
Lane Group LOS	E	C	C	F	D	C	F	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.21	5.55	6.04	13.23	12.33	4.18	13.12	10.94	10.79	2.40	9.25	8.90
50th-Percentile Queue Length [ft/ln]	130.18	138.87	150.94	330.69	308.25	104.46	327.95	273.44	269.78	60.05	231.33	222.42
95th-Percentile Queue Length [veh/ln]	8.95	9.42	10.07	20.89	18.09	7.52	19.25	16.36	16.18	4.32	14.24	13.79
95th-Percentile Queue Length [ft/ln]	223.75	235.51	251.69	522.21	452.22	188.03	481.21	409.04	404.46	108.09	356.05	344.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.99	32.39	34.28	179.43	54.76	31.93	83.32	31.55	31.87	49.85	48.96	49.40
Movement LOS	E	C	C	F	D	C	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	37.34			75.17			45.26			49.12		
Approach LOS	D			E			D			D		
d_I, Intersection Delay [s/veh]	53.05											
Intersection LOS	D											
Intersection V/C	0.775											

Emissions

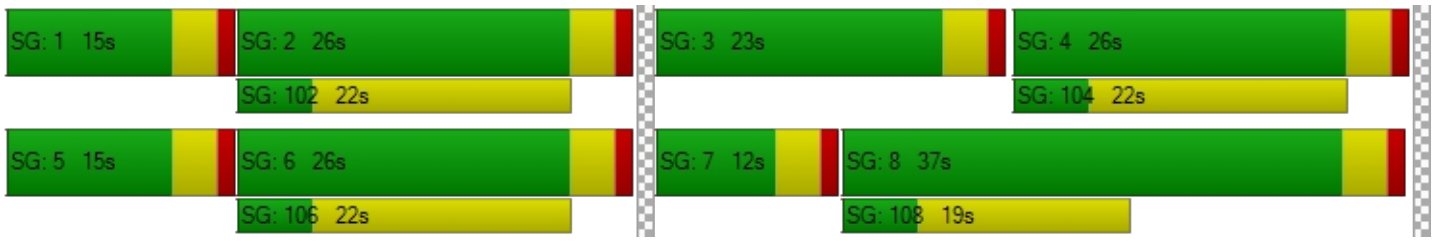
Vehicle Miles Traveled [mph]	13.61	42.21	21.55	79.24	271.84	62.76	36.06	50.75	49.55	11.62	43.92	41.83
Stops [stops/h]	208.30	444.40	241.51	529.10	986.41	167.14	524.72	437.51	431.65	96.08	370.13	355.87
Fuel consumption [US gal/h]	5.38	10.76	5.84	19.30	32.06	5.64	11.92	8.71	8.60	2.16	8.12	7.82
CO [g/h]	375.77	752.24	408.16	1348.92	2240.76	394.16	832.89	608.97	601.22	150.96	567.82	546.40
NOx [g/h]	73.11	146.36	79.41	262.45	435.97	76.69	162.05	118.48	116.97	29.37	110.48	106.31
VOC [g/h]	87.09	174.34	94.59	312.63	519.32	91.35	193.03	141.14	139.34	34.99	131.60	126.63

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.033	3.296	2.941	2.846
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	733	489
d_b, Bicycle Delay [s]	25.69	25.69	18.05	25.69
l_b,int, Bicycle LOS Score for Intersection	2.164	2.800	2.800	2.265
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.294

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	445	461	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	217	180	261	31	51	151
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	8	0	38
Total Hourly Volume [veh/h]	217	625	722	23	51	113
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	156	181	6	13	28
Total Analysis Volume [veh/h]	217	625	722	23	51	113
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	10	10	0	5	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	30	60	30	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	77	60	60	5	5	5
g / C, Green / Cycle	0.14	0.85	0.66	0.66	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.14	0.01	0.03	0.03	0.03
s, saturation flow rate [veh/h]	1810	5176	5176	1615	1810	1615	1615
c, Capacity [veh/h]	259	4401	3431	1071	110	98	98
d1, Uniform Delay [s]	37.55	1.15	5.94	5.19	40.86	41.14	41.14
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.09	0.07	0.14	0.04	3.03	5.26	5.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.14	0.21	0.02	0.46	0.58	0.58
d, Delay for Lane Group [s/veh]	44.64	1.21	6.08	5.22	43.89	46.40	46.40
Lane Group LOS	D	A	A	A	D	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.91	0.06	1.40	0.12	1.17	1.35	1.35
50th-Percentile Queue Length [ft/ln]	122.87	1.61	34.94	3.10	29.36	33.76	33.76
95th-Percentile Queue Length [veh/ln]	8.55	0.12	2.52	0.22	2.11	2.43	2.43
95th-Percentile Queue Length [ft/ln]	213.77	2.90	62.88	5.57	52.85	60.76	60.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.64	1.21	6.08	5.22	43.89	46.40
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	12.41		6.06		45.62	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	12.81					
Intersection LOS	B					
Intersection V/C	0.294					

Emissions

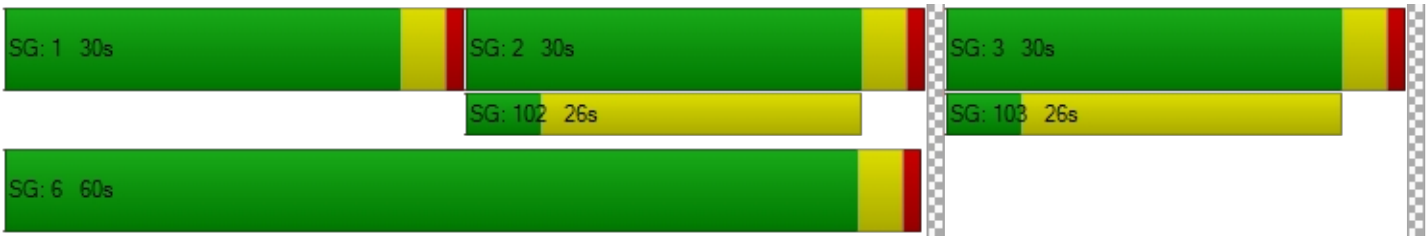
Vehicle Miles Traveled [mph]	33.42	96.25	46.42	1.48	4.01	4.45	4.45
Stops [stops/h]	196.60	7.74	167.69	4.95	46.98	54.01	54.01
Fuel consumption [US gal/h]	5.56	3.55	4.57	0.14	0.88	1.01	1.01
CO [g/h]	388.72	248.12	319.42	9.56	61.53	70.94	70.94
NOx [g/h]	75.63	48.28	62.15	1.86	11.97	13.80	13.80
VOC [g/h]	90.09	57.51	74.03	2.22	14.26	16.44	16.44

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.954	2.905	2.443
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1244	578	578
d_b, Bicycle Delay [s]	6.42	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.023	1.974	1.893
Bicycle LOS	B	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.209

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	151	10	37	72	70	32
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	10	37	72	70	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	3	9	18	18	8
Total Analysis Volume [veh/h]	151	10	37	72	70	32
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	771	665	733	638	809
Degree of Utilization, x	0.21	0.06	0.10	0.11	0.04

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.78	0.18	0.33	0.37	0.12
95th-Percentile Queue Length [ft]	19.60	4.41	8.14	9.21	3.08
Approach Delay [s/veh]	8.90	8.24		8.51	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	8.60				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Signalized	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.309

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	135	185	125	303	73	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	37	0	123	85	74	42
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	46	0	0	0	31
Total Hourly Volume [veh/h]	172	139	248	388	147	94
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	35	62	97	37	24
Total Analysis Volume [veh/h]	172	139	248	388	147	94
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	15	0	26	45	7	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	30	49	11	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	10	45	7	7
g / C, Green / Cycle	0.52	0.52	0.17	0.76	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.14	0.11	0.08	0.06
s, saturation flow rate [veh/h]	1900	1615	1810	3618	1810	1615
c, Capacity [veh/h]	983	836	311	2736	200	178
d1, Uniform Delay [s]	7.68	7.64	23.83	2.00	25.84	25.21
k, delay calibration	0.50	0.50	0.11	0.50	0.14	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.39	0.43	4.65	0.11	6.70	2.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.17	0.80	0.14	0.74	0.53
d, Delay for Lane Group [s/veh]	8.06	8.07	28.48	2.10	32.54	27.62
Lane Group LOS	A	A	C	A	C	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.95	0.78	3.54	0.30	2.28	1.31
50th-Percentile Queue Length [ft/ln]	23.74	19.45	88.58	7.42	57.06	32.78
95th-Percentile Queue Length [veh/ln]	1.71	1.40	6.38	0.53	4.11	2.36
95th-Percentile Queue Length [ft/ln]	42.72	35.01	159.45	13.36	102.71	59.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.06	8.07	28.48	2.10	32.54	27.62
Movement LOS	A	A	C	A	C	C
d_A, Approach Delay [s/veh]	8.07		12.39		30.62	
Approach LOS	A		B		C	
d_I, Intersection Delay [s/veh]	14.96					
Intersection LOS	B					
Intersection V/C	0.309					

Emissions

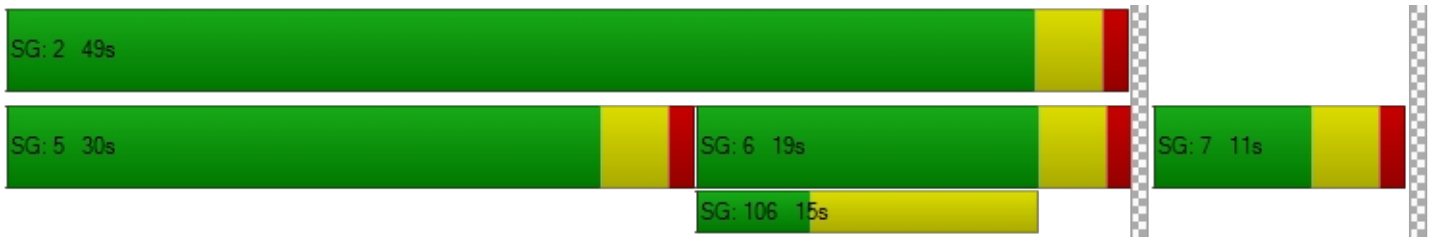
Vehicle Miles Traveled [mph]	31.74	25.65	10.36	16.21	9.32	5.96
Stops [stops/h]	56.96	46.68	212.60	35.64	136.95	78.68
Fuel consumption [US gal/h]	2.08	1.69	3.04	1.03	2.11	1.21
CO [g/h]	145.30	117.99	212.40	72.04	147.75	84.47
NOx [g/h]	28.27	22.96	41.33	14.02	28.75	16.43
VOC [g/h]	33.67	27.34	49.23	16.70	34.24	19.58

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.194
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	1500	233
d_b, Bicycle Delay [s]	16.88	1.88	23.41
l_b,int, Bicycle LOS Score for Intersection	2.149	2.084	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	0	0	3	0	9	3	0	22	3
Total Analysis Volume [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.46	0.00	0.00	8.60	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.94	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.46			8.60			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.27											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	23	23	0	6	3	6	3	36	13	14
Total Analysis Volume [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.08	0.20	0.00	0.02	0.01	0.00	0.00	0.09	0.00	0.00
d_M, Delay for Movement [s/veh]	12.81	13.46	9.05	15.12	14.64	10.62	7.42	0.00	0.00	7.49	0.00	0.00
Movement LOS	B	B	A	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.47	0.47	0.47	0.86	0.86	0.86	0.02	0.00	0.00	0.30	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.77	11.77	11.77	21.56	21.56	21.56	0.61	0.00	0.00	7.40	0.00	0.00
d_A, Approach Delay [s/veh]	9.89			14.14			1.89			4.32		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	7.48											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	445	461	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	397	413	0	0	64
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	842	874	0	0	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	211	219	0	0	16
Total Analysis Volume [veh/h]	0	842	874	0	0	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.13
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.46
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.45
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	11.19
d_A, Approach Delay [s/veh]	0.00		0.00		13.46	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	145	0	0	141	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	0	0	141	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	0	35	0	4
Total Analysis Volume [veh/h]	145	0	0	141	0	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.04
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.35
d_A, Approach Delay [s/veh]	0.00		0.00		9.04	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.116

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	445	461	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	231	228	18	0	65
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	676	689	18	0	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	169	172	5	0	16
Total Analysis Volume [veh/h]	0	676	689	18	0	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.26
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	9.77
d_A, Approach Delay [s/veh]	0.00		0.00		12.26	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.55					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.172

Intersection Setup

Name	Perris Blvd			Perris Blvd			Commercial Driveway 8					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Commercial Driveway 8					
Base Volume Input [veh/h]	0	445	14	0	461	0	0	0	0	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	138	0	0	195	62	0	0	52	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	583	14	0	656	62	0	0	52	0	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	146	4	0	164	16	0	0	13	0	0	4
Total Analysis Volume [veh/h]	93	583	14	0	656	62	0	0	52	0	0	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.09	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	13.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.89	0.00	0.00	11.17
Movement LOS	B	A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.08
95th-Percentile Queue Length [ft/ln]	15.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.43	0.00	0.00	2.05
d_A, Approach Delay [s/veh]	1.76			0.00			11.89			11.17		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.36											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Signalized	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	216	0	31	124	584	0	2	465	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	116	0	0	0	0	301	6	125	111	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	116	0	0	8	0	0	2	0	0	15
Total Hourly Volume [veh/h]	13	0	0	216	0	23	124	885	4	127	576	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	0	54	0	6	31	221	1	32	144	12
Total Analysis Volume [veh/h]	13	0	0	216	0	23	124	885	4	127	576	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	10	0	13	25	0	13	25	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	14	0	27	19	0	27	19	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	6	32	32	6	32	32
g / C, Green / Cycle	0.17	0.17	0.09	0.54	0.54	0.09	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.01	0.16	0.07	0.23	0.23	0.07	0.17	0.17
s, saturation flow rate [veh/h]	1719	1541	1810	1900	1897	1810	1900	1851
c, Capacity [veh/h]	407	371	169	1022	1020	173	1025	999
d1, Uniform Delay [s]	20.99	24.43	26.46	8.37	8.37	26.39	7.62	7.62
k, delay calibration	0.11	0.32	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	5.49	5.97	1.35	1.35	5.90	0.78	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.64	0.73	0.44	0.44	0.73	0.31	0.31
d, Delay for Lane Group [s/veh]	21.02	29.92	32.43	9.72	9.73	32.28	8.39	8.42
Lane Group LOS	C	C	C	A	A	C	A	A
Critical Lane Group	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.15	3.67	1.82	2.77	2.77	1.86	1.76	1.72
50th-Percentile Queue Length [ft/ln]	3.69	91.65	45.53	69.33	69.23	46.47	44.01	43.09
95th-Percentile Queue Length [veh/ln]	0.27	6.60	3.28	4.99	4.98	3.35	3.17	3.10
95th-Percentile Queue Length [ft/ln]	6.65	164.98	81.95	124.79	124.62	83.65	79.21	77.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.02	21.02	21.02	29.92	29.92	29.92	32.43	9.73	9.73	32.28	8.41	8.42
Movement LOS	C	C	C	C	C	C	C	A	A	C	A	A
d_A, Approach Delay [s/veh]	21.02			29.92			12.51			12.45		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	14.61											
Intersection LOS	B											
Intersection V/C	0.459											

Emissions

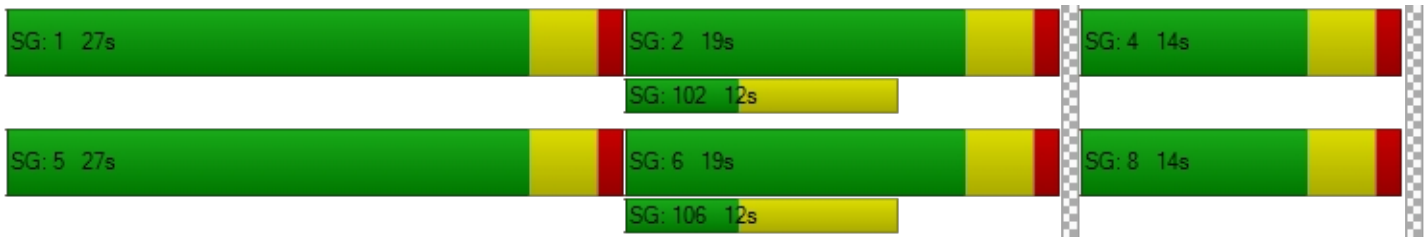
Vehicle Miles Traveled [mph]	0.31	5.65	11.36	40.75	40.69	12.49	30.98	30.22
Stops [stops/h]	8.86	219.97	109.27	166.38	166.16	111.54	105.62	103.41
Fuel consumption [US gal/h]	0.12	2.90	2.57	4.35	4.34	2.65	2.91	2.85
CO [g/h]	8.19	202.93	179.39	303.79	303.35	185.20	203.61	199.07
NOx [g/h]	1.59	39.48	34.90	59.11	59.02	36.03	39.62	38.73
VOC [g/h]	1.90	47.03	41.57	70.41	70.30	42.92	47.19	46.14

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	1.988	1.918	0.000	0.000
Crosswalk LOS	A	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	333	500	500
d_b, Bicycle Delay [s]	20.83	20.83	16.88	16.88
l_b,int, Bicycle LOS Score for Intersection	1.772	1.967	2.397	2.190
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	407	0	0	496
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	295	6	0	124
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	702	6	0	620
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	176	2	0	155
Total Analysis Volume [veh/h]	0	12	702	6	0	620
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.66	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.06	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.41	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.66		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	22	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	8	192	23	39	257
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	8	214	23	39	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	54	6	10	64
Total Analysis Volume [veh/h]	22	8	214	23	39	257
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	11.96	9.23	0.00	0.00	7.76	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.09	0.00
95th-Percentile Queue Length [ft/ln]	3.89	3.89	0.00	0.00	2.24	0.00
d_A, Approach Delay [s/veh]	11.24		0.00		1.02	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.14					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	22	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	30	340	66	0	111
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	30	362	66	0	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	91	17	0	28
Total Analysis Volume [veh/h]	0	30	362	66	0	111
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.69	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.69		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	3.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	169	0	20	211	0	33
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	8
Total Hourly Volume [veh/h]	0	169	0	20	211	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	42	0	5	53	0	6
Total Analysis Volume [veh/h]	0	169	0	20	211	0	25
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	50	50	50	2
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.84	0.03
(v / s)_i Volume / Saturation Flow Rate	0.00	0.04	0.04	0.02	0.06	0.02
s, saturation flow rate [veh/h]	1189	1900	1900	1236	3618	1615
c, Capacity [veh/h]	1047	1587	1587	1087	3022	51
d1, Uniform Delay [s]	0.00	0.85	0.85	1.44	0.86	28.59
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.06	0.06	0.03	0.04	7.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.05	0.05	0.02	0.07	0.49
d, Delay for Lane Group [s/veh]	0.00	0.92	0.92	1.47	0.91	35.79
Lane Group LOS	A	A	A	A	A	D
Critical Lane Group	No	No	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.03	0.03	0.03	0.02	0.44
50th-Percentile Queue Length [ft/ln]	0.00	0.70	0.70	0.68	0.47	10.97
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.05	0.05	0.03	0.79
95th-Percentile Queue Length [ft/ln]	0.00	1.27	1.27	1.22	0.84	19.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.92	0.92	1.47	0.91	0.00	35.79
Movement LOS	A	A	A	A	A		D
d_A, Approach Delay [s/veh]		0.92		0.96		35.79	
Approach LOS		A		A		D	
d_I, Intersection Delay [s/veh]	2.99						
Intersection LOS	A						
Intersection V/C	0.074						

Emissions

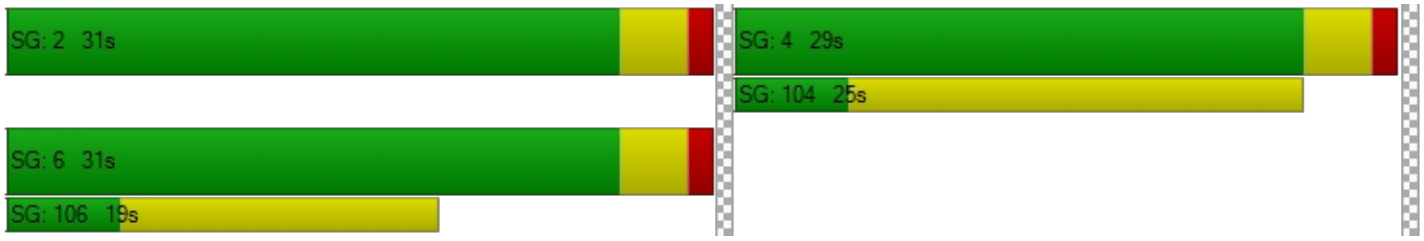
Vehicle Miles Traveled [mph]	0.00	7.68	7.68	0.79	8.29	2.24
Stops [stops/h]	0.00	1.69	1.69	1.63	2.25	26.34
Fuel consumption [US gal/h]	0.00	0.30	0.30	0.05	0.39	0.42
CO [g/h]	0.00	20.97	20.97	3.31	27.45	29.35
NOx [g/h]	0.00	4.08	4.08	0.64	5.34	5.71
VOC [g/h]	0.00	4.86	4.86	0.77	6.36	6.80

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.392	2.365	1.978
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.699	1.750	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	142	10	0	144
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	142	10	0	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	36	3	0	36
Total Analysis Volume [veh/h]	0	10	142	10	0	144
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.73	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.78	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.73		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	7	287	0	8	650
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	7	287	0	8	650
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	72	0	2	163
Total Analysis Volume [veh/h]	10	7	287	0	8	650
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	13.85	9.29	0.00	0.00	7.82	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	2.47	2.47	0.00	0.00	0.47	0.00
d_A, Approach Delay [s/veh]	11.98		0.00		0.10	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frontage Rd		Frontage Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	202	0	5	231	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	0	5	231	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	0	1	58	0	1
Total Analysis Volume [veh/h]	202	0	5	231	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.61	0.00	0.00	8.83
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.27	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.16		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	109	10	0	211	0	60
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	10	0	211	0	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	3	0	53	0	15
Total Analysis Volume [veh/h]	109	10	0	211	0	60
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.83
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	4.78
d_A, Approach Delay [s/veh]	0.00		0.00		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	118	0	7	204	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	0	7	204	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	0	2	51	0	1
Total Analysis Volume [veh/h]	118	0	7	204	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.44	0.00	0.00	8.60
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.36	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.25		8.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	90	4	2	202	18	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	4	2	202	18	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	1	1	51	5	7
Total Analysis Volume [veh/h]	90	4	2	202	18	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	9.84	8.75
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.10	0.00	3.99	3.99
d_A, Approach Delay [s/veh]	0.00		0.07		9.17	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.27					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	7.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	0	1	218	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	0	1	218	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	0	55	0	0
Total Analysis Volume [veh/h]	93	0	1	218	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	0.00	8.53
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.03		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	91	0	7	211	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	0	7	211	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	2	53	0	1
Total Analysis Volume [veh/h]	91	0	7	211	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	0.00	8.53
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.35	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.24		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.164

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	111	0	0	0	0	0	0	107	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	110	0	0	105	6	8	0	8	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	110	111	0	105	6	8	0	8	107	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	28	28	0	26	2	2	0	2	27	0	0
Total Analysis Volume [veh/h]	8	110	111	0	105	6	8	0	8	107	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.16	0.00	0.00
d_M, Delay for Movement [s/veh]	7.42	0.00	0.00	7.65	0.00	0.00	10.53	0.00	8.88	11.59	11.90	10.15
Movement LOS	A	A	A	A	A	A	B		A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.06	0.00	0.06	0.58	0.58	0.58
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.37	0.00	0.00	0.00	1.57	0.00	1.57	14.57	14.57	14.57
d_A, Approach Delay [s/veh]	0.26			0.00			9.70			11.59		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	3.14											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	114	0	62	75	4	15	0	5	32	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	114	0	62	75	4	15	0	5	32	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	29	0	16	19	1	4	0	1	8	0	4
Total Analysis Volume [veh/h]	4	114	0	62	75	4	15	0	5	32	0	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.03	0.00	0.01	0.05	0.00	0.02
d_M, Delay for Movement [s/veh]	7.35	0.00	0.00	7.52	0.00	0.00	11.29	0.00	8.81	11.39	0.00	9.21
Movement LOS	A	A	A	A	A	A	B		A	B		A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.13	0.00	0.00	0.09	0.00	0.09	0.23	0.00	0.23
95th-Percentile Queue Length [ft/ln]	0.17	0.17	0.17	3.26	0.00	0.00	2.36	0.00	2.36	5.65	0.00	5.65
d_A, Approach Delay [s/veh]	0.25			3.31			10.67			10.67		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.74											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	0	4	208	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	0	4	208	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	1	52	0	1
Total Analysis Volume [veh/h]	89	0	4	208	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	0.00	8.53
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.20	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.14		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	77	2	0	208	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	2	0	208	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	1	0	52	0	3
Total Analysis Volume [veh/h]	77	2	0	208	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.54
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.96
d_A, Approach Delay [s/veh]	0.00		0.00		8.54	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	5	10	113	111	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	10	113	111	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	3	28	28	1
Total Analysis Volume [veh/h]	5	5	10	113	111	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.90	8.86	7.43	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.91	0.91	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	9.38		0.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	A					

Option 1: Copy of Orange Ave/Perris Blvd

Number	18											
Intersection	Orange Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	92	634	50	62	407	16	13	205	97	107	342	103
Total Analysis Volume [veh/h]	260	1400	47	87	1205	67	114	327	161	183	531	108

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,8			
Maximum Green [s]	14	47	0	6	39	0	5	35	14	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	12	30	0	14	32	0	9	30	12	16	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	5	5	10	0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.09	0.52	0.52	0.06	0.49	0.49	0.06	0.12	0.25	0.12	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.14	0.27	0.03	0.05	0.33	0.04	0.06	0.09	0.10	0.10	0.15	0.07
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	161	2681	836	113	1778	794	101	439	411	218	674	301
X, volume / capacity	1.62	0.52	0.06	0.77	0.68	0.08	1.13	0.74	0.39	0.84	0.79	0.36
d, Delay for Lane Group [s/veh]	337.59	15.07	10.90	52.08	19.55	12.35	158.23	40.71	28.63	54.69	37.01	32.65
Lane Group LOS	F	B	B	D	B	B	F	D	C	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	16.64	5.60	0.44	2.15	8.78	0.68	5.37	3.46	2.80	4.86	5.63	2.08
50th-Percentile Queue Length [ft/ln]	416.09	140.05	11.00	53.66	219.38	17.12	134.14	86.57	69.89	121.41	140.78	52.05
95th-Percentile Queue Length [veh/ln]	26.92	9.48	0.79	3.86	13.63	1.23	9.49	6.23	5.03	8.47	9.52	3.75
95th-Percentile Queue Length [ft/ln]	672.97	237.08	19.80	96.60	340.84	30.82	237.32	155.82	125.80	211.76	238.08	93.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	337.59	15.07	10.90	52.08	19.55	12.35	158.23	40.71	28.63	54.69	37.01	32.65
Movement LOS	F	B	B	D	B	B	F	D	C	D	D	C
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	64.08			21.28			59.73			40.37		
Approach LOS	E			C			E			D		
d_I, Intersection Delay [s/veh]	46.20											
Intersection LOS	D											
Intersection V/C	0.687											

Option 1: Copy of Nuevo Rd/Perris Blvd

Number	26											
Intersection	Nuevo Rd/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	187	510	213	151	374	177	245	505	98	256	617	164
Total Analysis Volume [veh/h]	270	1175	208	221	1073	342	600	734	97	333	859	179

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Maximum Green [s]	17	39	39	8	30	30	18	26	0	31	39	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	24	0	27	27	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	21	43	43	12	34	34	22	30	0	35	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	10	10	10	5	10	10	5	10	0	5	10	0
Minimum Recall	No	No	No	No	No	No	No	No		No	No	
Maximum Recall	No	No	No	No	No	No	No	No		No	No	
Pedestrian Recall	No	No	No	No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.14	0.39	0.54	0.07	0.31	0.49	0.15	0.29	0.29	0.12	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.15	0.32	0.13	0.06	0.30	0.12	0.17	0.20	0.06	0.09	0.24	0.11
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615

s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	256	1394	873	234	1123	1412	527	1059	473	428	957	427
X, volume / capacity	1.05	0.84	0.24	0.94	0.96	0.24	1.14	0.69	0.21	0.78	0.90	0.42
d, Delay for Lane Group [s/veh]	119.79	39.90	15.19	72.48	58.62	17.87	119.25	38.46	32.13	54.23	45.88	37.15
Lane Group LOS	F	D	B	E	E	B	F	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	12.34	15.95	2.97	3.79	17.63	2.66	12.75	9.43	2.11	4.96	12.37	4.34
50th-Percentile Queue Length [ft/ln]	308.58	398.70	74.15	94.79	440.68	66.61	318.68	235.73	52.85	123.98	309.28	108.54
95th-Percentile Queue Length [veh/ln]	18.55	22.50	5.34	6.82	24.51	4.80	19.71	14.46	3.81	8.61	18.14	7.76
95th-Percentile Queue Length [ft/ln]	463.68	562.44	133.48	170.62	612.82	119.89	492.87	361.62	95.14	215.28	453.49	193.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	119.79	39.90	15.19	72.48	58.62	17.87	119.25	38.46	32.13	54.23	45.88	37.15
Movement LOS	F	D	B	E	E	B	F	D	C	D	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	49.84			51.97			71.91			46.77		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	54.91											
Intersection LOS	D											
Intersection V/C	0.854											

Option 1: Copy of NuevoRd/I-215 SB

Number	29											
Intersection	NuevoRd/I-215 SB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	276	1	77	0	479	130	325	586	0
Total Analysis Volume [veh/h]	0	0	0	603	1	159	0	773	191	718	803	0

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Split	Split	Split	Split	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	28	0	10	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	31	0	74	25	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Minimum Recall					No			No			No	
Maximum Recall					No			No			No	
Pedestrian Recall					No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle		0.25	0.25	0.25	0.31	0.31	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate		0.17	0.17	0.10	0.25	0.27	0.20	0.22
so, Base Saturation Flow per Lane [pc/h/ln]		1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3			3		3	
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1776	2514	2618

s, saturation flow rate [veh/h]		1810	1810	1615	1900	1776	3514	3618
c, Capacity [veh/h]		447	448	399	594	556	943	971
X, volume / capacity		0.67	0.67	0.40	0.81	0.87	0.76	0.83
d, Delay for Lane Group [s/veh]		31.72	31.72	24.95	26.20	30.04	24.84	25.94
Lane Group LOS		C	C	C	C	C	C	C
Critical Lane Group		Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		5.07	5.07	2.32	7.15	7.77	5.09	5.88
50th-Percentile Queue Length [ft/ln]		126.83	126.84	57.91	178.70	194.31	127.17	146.89
95th-Percentile Queue Length [veh/ln]		8.77	8.77	4.17	11.53	12.34	8.79	9.85
95th-Percentile Queue Length [ft/ln]		219.18	219.19	104.24	288.32	308.62	219.64	246.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	31.72	31.72	24.95	0.00	27.64	30.04	24.84	25.94	0.00
Movement LOS				C	C	C		C	C	C	C	
Critical Movement				Yes	No	No		No	No	No	No	
d_A, Approach Delay [s/veh]	0.00			30.31			28.12			25.42		
Approach LOS	A			C			C			C		
d_I, Intersection Delay [s/veh]	27.37											
Intersection LOS	C											
Intersection V/C	0.660											

Option 2: Copy of Orange Ave/Perris Blvd

Number	18											
Intersection	Orange Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	155	644	137	192	794	31	23	264	190	131	230	96
Total Analysis Volume [veh/h]	318	1262	111	229	1465	80	141	372	238	215	298	83

Intersection Settings

Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Maximum Green [s]	8	26	0	10	28	0	9	32	32	6	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	27	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	18	30	0	20	32	0	17	36	36	14	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.14	0.42	0.42	0.14	0.42	0.42	0.10	0.18	0.18	0.10	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.18	0.24	0.07	0.13	0.40	0.05	0.08	0.10	0.15	0.12	0.08	0.05
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	5170	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	253	2169	677	262	1533	684	173	638	285	181	653	292
X, volume / capacity	1.26	0.58	0.16	0.87	0.96	0.12	0.81	0.58	0.84	1.19	0.46	0.28
d, Delay for Lane Group [s/veh]	185.95	23.46	18.64	61.04	42.52	17.82	54.41	38.67	46.20	171.17	37.08	35.92
Lane Group LOS	F	C	B	E	D	B	D	D	D	F	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	16.05	7.22	1.59	6.69	18.41	1.11	3.78	4.08	5.90	10.79	3.27	1.78
50th-Percentile Queue Length [ft/ln]	401.15	180.42	39.87	167.21	460.32	27.81	94.52	102.06	147.56	269.71	81.85	44.57
95th-Percentile Queue Length [veh/ln]	24.88	11.62	2.87	10.93	25.45	2.00	6.81	7.35	9.89	17.24	5.89	3.21
95th-Percentile Queue Length [ft/ln]	622.02	290.56	71.76	273.24	636.25	50.06	170.14	183.71	247.17	431.11	147.32	80.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	185.95	23.46	18.64	61.04	42.52	17.82	54.41	38.67	46.20	171.17	37.08	35.92
Movement LOS	F	C	B	E	D	B	D	D	D	F	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	53.70			43.79			44.01			85.29		
Approach LOS	D			D			D			F		
d_I, Intersection Delay [s/veh]	52.45											
Intersection LOS	D											
Intersection V/C	0.847											

Option 1: Copy of Nuevo Rd/Perris Blvd

Number	26											
Intersection	Nuevo Rd/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	134	475	120	226	549	220	288	554	165	207	451	181
Total Analysis Volume [veh/h]	173	1061	106	298	1152	419	726	913	162	254	666	185

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Maximum Green [s]	10	30	30	12	32	32	23	51	0	11	39	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	24	0	27	27	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	14	34	34	16	36	36	27	55	0	15	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	10	5	10	10	5	10	0	5	10	0
Minimum Recall	No	No	No	No	No	No	No	No		No	No	
Maximum Recall	No	No	No	No	No	No	No	No		No	No	
Pedestrian Recall	No	No	No	No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.08	0.36	0.49	0.10	0.38	0.61	0.19	0.31	0.31	0.09	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.10	0.29	0.07	0.08	0.32	0.15	0.21	0.25	0.10	0.07	0.18	0.11
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615

s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	151	1313	782	351	1373	1728	674	1141	510	310	767	343
X, volume / capacity	1.15	0.81	0.14	0.85	0.84	0.24	1.08	0.80	0.32	0.82	0.87	0.54
d, Delay for Lane Group [s/veh]	170.81	39.90	17.43	58.80	40.18	11.33	90.26	38.94	31.60	59.08	48.81	43.39
Lane Group LOS	F	D	B	E	D	B	F	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.29	14.24	1.62	4.58	15.65	2.44	13.74	12.12	3.56	3.93	9.70	4.92
50th-Percentile Queue Length [ft/ln]	232.28	356.05	40.53	114.55	391.20	60.89	343.54	302.94	89.02	98.32	242.54	123.00
95th-Percentile Queue Length [veh/ln]	15.00	20.43	2.92	8.09	22.14	4.38	20.60	17.83	6.41	7.08	14.81	8.56
95th-Percentile Queue Length [ft/ln]	374.88	510.78	72.95	202.31	553.38	109.61	514.93	445.66	160.24	176.98	370.24	213.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	170.81	39.90	17.43	58.80	40.18	11.33	90.26	38.94	31.60	59.08	48.81	43.39
Movement LOS	F	D	B	E	D	B	F	D	C	E	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	55.03			36.68			58.97			50.26		
Approach LOS	E			D			E			D		
d_I, Intersection Delay [s/veh]	49.72											
Intersection LOS	D											
Intersection V/C	0.805											

Option 1: City's comment of NuevoRd/I-215 SB

Number	29											
Intersection	NuevoRd/I-215 SB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	487	1	83	0	272	77	486	335	0
Total Analysis Volume [veh/h]	0	0	0	891	1	128	0	518	177	1108	482	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Split	Split	Split	Split	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	27	0	0	24	0	27	55	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	21	0	0	16	0	64	28	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Minimum Recall					No			No			No	
Maximum Recall					No			No			No	
Pedestrian Recall					No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle		0.26	0.26	0.26	0.20	0.20	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate		0.25	0.25	0.08	0.18	0.20	0.32	0.13
so, Base Saturation Flow per Lane [pc/h/ln]		1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3			3		3	
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1743	2514	2618

s, saturation flow rate [veh/h]		1810	1810	1615	1900	1743	3514	3618
c, Capacity [veh/h]		477	477	426	380	348	1237	1273
X, volume / capacity		0.93	0.93	0.30	0.92	1.00	0.90	0.38
d, Delay for Lane Group [s/veh]		51.19	51.18	20.95	34.43	47.84	22.50	15.93
Lane Group LOS		D	D	C	C	D	C	B
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		9.59	9.59	1.60	5.66	6.93	7.21	2.36
50th-Percentile Queue Length [ft/ln]		239.72	239.67	40.01	141.55	173.20	180.22	58.97
95th-Percentile Queue Length [veh/ln]		14.67	14.66	2.88	9.56	11.24	11.61	4.25
95th-Percentile Queue Length [ft/ln]		366.69	366.61	72.02	239.11	281.11	290.31	106.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	51.18	51.18	20.95	0.00	38.84	47.84	22.50	15.93	0.00
Movement LOS				D	D	C		D	D	C	B	
Critical Movement				Yes	No	No		No	No	No	No	
d_A, Approach Delay [s/veh]	0.00			47.39			41.13			20.51		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	33.14											
Intersection LOS	C											
Intersection V/C	0.761											

Option 1: MIT of Perris Blvd/Iris Ave

Number	1											
Intersection	Perris Blvd/Iris Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	238	715	299	170	520	40	25	267	74	294	506	114
Total Analysis Volume [veh/h]	325	1838	312	274	2309	48	39	415	99	478	778	131

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	22	0	13	25	0	5	35	0	14	44	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	18	28	0	19	29	0	9	39	0	24	54	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.13	0.37	0.37	0.14	0.38	0.38	0.03	0.17	0.17	0.38	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.18	0.36	0.19	0.15	0.43	0.43	0.02	0.14	0.14	0.35	0.24	0.25
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1880	1810	1900	1776	1374	1900	1806

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1880	1810	1900	1776	1374	1900	1806
c, Capacity [veh/h]	230	1918	599	247	1374	714	58	315	294	510	600	570
X, volume / capacity	1.41	0.96	0.52	1.11	1.13	1.13	0.68	0.84	0.85	0.94	0.77	0.78
d, Delay for Lane Group [s/veh]	256.80	46.57	30.22	136.74	100.90	111.08	65.63	50.41	51.32	49.29	36.29	36.66
Lane Group LOS	F	D	C	F	F	F	E	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	19.45	17.14	6.59	12.64	29.77	32.96	1.24	7.25	6.93	12.47	11.02	10.64
50th-Percentile Queue Length [ft/ln]	486.35	428.49	164.71	315.95	744.20	824.08	31.11	181.26	173.36	311.67	275.56	266.09
95th-Percentile Queue Length [veh/ln]	30.42	23.93	10.80	19.34	41.98	46.18	2.24	11.67	11.25	18.26	16.47	15.99
95th-Percentile Queue Length [ft/ln]	760.49	598.22	269.94	483.62	1049.49	1154.54	56.00	291.66	281.32	456.43	411.68	399.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	256.80	46.57	30.22	136.74	104.26	111.08	65.63	50.74	51.32	49.29	36.44	36.66
Movement LOS	F	D	C	F	F	F	E	D	D	D	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	72.11			107.77			51.89			40.89		
Approach LOS	E			F			D			D		
d_I, Intersection Delay [s/veh]	77.69											
Intersection LOS	E											
Intersection V/C	0.967											

Option 1: Copy of Perris Blvd/Krameria Ave

Number	2											
Intersection	Perris Blvd/Krameria Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	84	980	159	100	746	7	19	148	81	213	137	187
Total Analysis Volume [veh/h]	123	2232	169	160	2696	8	31	244	118	326	199	203

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	43	0	11	41	0	5	29	0	11	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	11	50	0	14	45	0	9	33	0	23	47	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

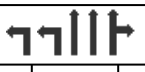
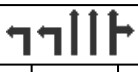
g / C, Green / Cycle	0.06	0.48	0.48	0.08	0.50	0.50	0.34	0.15	0.15	0.16	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.07	0.44	0.45	0.09	0.49	0.49	0.03	0.13	0.07	0.18	0.10	0.13
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1807	1102	1900	1615	1810	1900	1615

s, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1897	1102	1900	1615	1810	1900	1615
c, Capacity [veh/h]	106	1724	873	151	1814	951	383	282	240	287	532	452
X, volume / capacity	1.17	0.92	0.94	1.06	0.98	0.98	0.08	0.86	0.49	1.14	0.37	0.45
d, Delay for Lane Group [s/veh]	181.66	38.64	48.11	133.90	45.66	53.77	27.08	57.69	48.48	146.16	35.18	36.28
Lane Group LOS	F	D	D	F	D	D	C	E	D	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.79	21.79	24.96	7.74	26.82	30.33	0.60	7.62	3.29	16.03	4.66	4.89
50th-Percentile Queue Length [ft/ln]	169.72	544.82	624.00	193.62	670.53	758.22	14.95	190.57	82.31	400.67	116.46	122.16
95th-Percentile Queue Length [veh/ln]	11.57	29.45	33.15	12.57	35.31	39.36	1.08	12.15	5.93	24.01	8.20	8.51
95th-Percentile Queue Length [ft/ln]	289.18	736.22	828.84	314.34	882.87	984.01	26.91	303.76	148.16	600.32	204.95	212.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	181.66	41.39	48.11	133.90	48.44	53.77	27.08	57.69	48.48	146.16	35.18	36.28
Movement LOS	F	D	D	F	D	D	C	E	D	F	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	48.68			53.23			52.51			85.18		
Approach LOS	D			D			D			F		
d_I, Intersection Delay [s/veh]	55.00											
Intersection LOS	D											
Intersection V/C	0.867											

Option 1: MIT of Perris Blvd/Ramona Expy

Number	5											
Intersection	Perris Blvd/Ramona Expy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	207	671	83	118	352	244	328	618	63	87	1039	121
Total Analysis Volume [veh/h]	320	1721	107	168	1453	617	759	837	63	139	1385	118

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Maximum Green [s]	5	39	0	5	39	8	8	35	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	13	52	0	9	48	23	23	45	0	14	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.08	0.40	0.40	0.04	0.37	0.56	0.16	0.37	0.37	0.06	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.33	0.34	0.05	0.40	0.38	0.22	0.16	0.04	0.04	0.28	0.28
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	2514	2618	1844	2514	2618	1615	2514	5170	1615	2514	2618	1835

s, saturation flow rate [veh/h]	3514	3618	1844	3514	3618	1615	3514	5176	1615	3514	3618	1825
c, Capacity [veh/h]	264	1447	738	146	1326	902	556	1903	594	201	965	487
X, volume / capacity	1.21	0.83	0.84	1.15	1.10	0.68	1.36	0.44	0.11	0.69	1.04	1.04
d, Delay for Lane Group [s/veh]	159.61	38.26	43.67	140.37	93.08	23.14	219.07	28.77	25.03	59.72	67.83	93.63
Lane Group LOS	F	D	D	F	F	C	F	C	C	E	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.70	16.08	17.63	3.85	28.52	12.19	20.97	5.70	1.13	2.10	16.63	20.26
50th-Percentile Queue Length [ft/ln]	192.40	401.96	440.66	96.33	713.02	304.81	524.27	142.39	28.23	52.55	415.66	506.48
95th-Percentile Queue Length [veh/ln]	13.02	22.65	24.51	6.94	39.68	17.92	32.47	9.61	2.03	3.78	23.81	28.26
95th-Percentile Queue Length [ft/ln]	325.40	566.36	612.79	173.40	992.08	447.97	811.75	240.24	50.81	94.60	595.26	706.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	159.61	39.87	43.67	140.37	93.08	23.14	219.07	28.77	25.03	59.72	75.02	93.63
Movement LOS	F	D	D	F	F	C	F	C	C	E	E	F
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	57.90			77.35			115.69			75.06		
Approach LOS	E			E			F			E		
d_I, Intersection Delay [s/veh]	79.70											
Intersection LOS	E											
Intersection V/C	0.985											

Option 1: Copy of Perris Blvd/Placentia Ave

Number	11											
Intersection	Perris Blvd/Placentia Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	61	772	16	19	398	37	94	118	36	19	226	76
Total Analysis Volume [veh/h]	175	1576	20	37	1165	253	502	340	90	35	529	89

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Maximum Green [s]	5	29	0	5	29	14	14	26	0	14	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	32	32	30	0	32	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.10	0.44	0.44	0.03	0.37	0.66	0.25	0.35	0.35	0.03	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.10	0.44	0.01	0.02	0.32	0.16	0.28	0.09	0.06	0.02	0.10	0.06
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615

s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	181	1585	708	56	1335	1066	461	1280	571	57	678	211
X, volume / capacity	0.97	0.99	0.03	0.66	0.87	0.24	1.09	0.27	0.16	0.61	0.78	0.42
d, Delay for Lane Group [s/veh]	98.05	52.03	17.65	65.31	40.38	8.06	109.44	25.46	24.45	62.73	48.28	45.30
Lane Group LOS	F	D	B	E	D	A	F	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.09	23.66	0.29	1.18	14.99	2.20	20.77	3.09	1.58	1.10	4.69	2.27
50th-Percentile Queue Length [ft/ln]	177.16	591.57	7.25	29.48	374.86	55.02	519.22	77.35	39.55	27.47	117.18	56.64
95th-Percentile Queue Length [veh/ln]	11.45	31.64	0.52	2.12	21.35	3.96	29.71	5.57	2.85	1.98	8.24	4.08
95th-Percentile Queue Length [ft/ln]	286.30	791.02	13.04	53.06	533.63	99.03	742.81	139.23	71.18	49.45	205.94	101.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	98.05	52.03	17.65	65.31	40.38	8.06	109.44	25.46	24.45	62.73	48.28	45.30
Movement LOS	F	D	B	E	D	A	F	C	C	E	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	56.19			35.39			70.60			48.64		
Approach LOS	E			D			E			D		
d_I, Intersection Delay [s/veh]	51.67											
Intersection LOS	D											
Intersection V/C	0.836											

Option 1: Copy of Placentia Ave/Indian Ave

Number	13											
Intersection	Placentia Ave/Indian Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	45	102	55	12	91	87	260	292	72	63	243	21
Total Analysis Volume [veh/h]	126	197	73	44	217	198	485	1444	245	112	909	41

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	5	32	0	18	32	32	5	19	19
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	21	21	0	14	14
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	9	36	0	9	36	0	37	50	50	15	28	28
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.37	0.30	0.30	0.37	0.29	0.28	0.44	0.52	0.08	0.23	0.30
(v / s)_i Volume / Saturation Flow Rate	0.11	0.10	0.05	0.04	0.24	0.27	0.40	0.15	0.06	0.25	0.03
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3		3			3		
c, saturation flow rate [veh/h]	1127	1900	1615	1222	1752	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1727	1900	1615	1222	1752	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	306	577	490	465	511	513	1592	843	140	845	491
X, volume / capacity	0.41	0.34	0.15	0.09	0.81	0.95	0.91	0.29	0.80	1.08	0.08
d, Delay for Lane Group [s/veh]	30.22	31.38	28.58	22.88	49.25	61.95	30.95	15.69	61.68	81.69	27.42
Lane Group LOS	C	C	C	C	D	E	C	B	E	F	C
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.55	4.30	1.49	0.76	11.70	15.48	16.75	3.39	3.40	15.58	0.75
50th-Percentile Queue Length [ft/ln]	63.72	107.60	37.37	18.88	292.45	386.90	418.77	84.71	84.92	389.56	18.86
95th-Percentile Queue Length [veh/ln]	4.59	7.71	2.69	1.36	17.31	21.93	23.46	6.10	6.11	22.97	1.36
95th-Percentile Queue Length [ft/ln]	114.69	192.66	67.26	33.98	432.67	548.19	586.57	152.47	152.85	574.21	33.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.22	31.38	28.58	22.88	49.25	49.25	61.95	30.95	15.69	61.68	81.69	27.42
Movement LOS	C	C	C	C	D	D	E	C	B	E	F	C
Critical Movement	No	No	No	No	No	No	No	No	No	No	Yes	No
d_A, Approach Delay [s/veh]	30.49			46.72			36.15			77.48		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	47.52											
Intersection LOS	D											
Intersection V/C	0.804											

Option 1: Copy of Placentia Ave/Frontage Rd

Number	14											
Intersection	Placentia Ave/Frontage Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	105	134	10	6	24	44	269	599	104	3	385	10
Total Analysis Volume [veh/h]	537	226	13	10	40	56	453	2139	1165	6	1281	13

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Maximum Green [s]	0	26	0	0	29	0	32	44	44	5	17	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	21	0	0	24	0	0	17	17	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	33	0	38	48	48	9	19	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	10	5	10	0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.22	0.22	0.08	0.08	0.27	0.56	0.85	0.01	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.14	0.14	0.01	0.06	0.25	0.59	0.72	0.01	0.23	0.23
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3			3		
[illegible]	2514	1874	1810	1722	1810	3618	1615	400	3618	1900

s, saturation flow rate [veh/h]	3514	1874	1810	1723	1810	3618	1615	490	3618	1890
c, Capacity [veh/h]	775	413	148	140	480	2014	1376	60	1084	566
X, volume / capacity	0.66	0.65	0.07	0.68	0.94	1.06	0.85	0.10	0.78	0.78
d, Delay for Lane Group [s/veh]	43.56	44.23	51.09	59.35	67.34	65.41	11.33	60.72	44.19	48.93
Lane Group LOS	D	D	D	E	E	F	B	E	D	D
Critical Lane Group	No	No	No	Yes	No	Yes	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.83	7.27	0.28	3.00	15.86	36.29	8.23	0.19	11.84	13.12
50th-Percentile Queue Length [ft/ln]	170.76	181.78	7.06	74.96	396.53	907.34	205.68	4.82	295.98	327.96
95th-Percentile Queue Length [veh/ln]	11.12	11.69	0.51	5.40	22.39	48.53	12.93	0.35	17.48	19.06
95th-Percentile Queue Length [ft/ln]	277.91	292.33	12.70	134.94	559.81	1213.15	323.28	8.68	437.06	476.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.58	44.23	44.23	51.09	59.35	59.35	67.34	65.41	11.33	60.72	45.78	48.93
Movement LOS	D	D	D	D	E	E	E	F	B	E	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	43.79			58.57			48.88			45.88		
Approach LOS	D			E			D			D		
d_I, Intersection Delay [s/veh]	47.73											
Intersection LOS	D											
Intersection V/C	0.954											

Option 1: City's Comment

Number	15											
Intersection	Placentia Ave/I-215 NB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	118	28	613	0	0	0	43	361	0	0	307	224
Total Analysis Volume [veh/h]	287	40	1300	0	0	0	120	1775	0	0	822	579

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	11	0	0	0	0	11	41	0	0	26	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	21	46	0	0	25	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.21	0.21	0.21		0.07	0.66	0.52	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.13		0.03	0.49	0.25	0.28	0.29
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900		1900	1900	1900	1900	1900
Arrival type	3			3	3		3		
s, saturation flow rate [veh/h]	1810	1821	10000		3514	3618	1900	1858	1615

s, saturation flow rate [veh/h]	1810	1831	10000		3514	3618	1900	1658	1615
c, Capacity [veh/h]	372	376	2054		265	2392	987	861	839
X, volume / capacity	0.44	0.43	0.63		0.45	0.74	0.47	0.54	0.56
d, Delay for Lane Group [s/veh]	24.58	24.43	23.27		27.77	7.22	9.55	10.18	10.33
Lane Group LOS	C	C	C		C	A	A	B	B
Critical Lane Group	No	No	Yes		No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	2.25	2.24	16.33		0.78	3.78	3.25	3.44	3.49
50th-Percentile Queue Length [ft/ln]	56.23	55.98	408.37		19.55	94.47	81.37	86.08	87.15
95th-Percentile Queue Length [veh/ln]	4.05	4.03	22.96		1.41	6.80	5.86	6.20	6.27
95th-Percentile Queue Length [ft/ln]	101.21	100.77	574.08		35.20	170.04	146.47	154.95	156.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.58	24.43	23.27	0.00	0.00	0.00	27.77	7.22	0.00	0.00	9.64	10.31
Movement LOS	C	C	C				C	A			A	B
Critical Movement	No	No	No				Yes	No			No	No
d_A, Approach Delay [s/veh]	23.52			0.00			8.52			10.02		
Approach LOS	C			A			A			B		
d_I, Intersection Delay [s/veh]	13.91											
Intersection LOS	B											
Intersection V/C	0.621											

Option 1: Copy of Orange Ave/Perris Blvd

Number	18											
Intersection	Orange Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	92	634	50	62	407	16	13	205	97	107	342	103
Total Analysis Volume [veh/h]	338	1497	47	96	1266	69	117	382	200	199	682	120

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	5	28	5	5	28	5	5	35	5	5	26	5
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	28	40	20	30	42	12	12	30	28	20	38	30
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.20	0.51	0.67	0.07	0.39	0.49	0.07	0.15	0.39	0.13	0.21	0.32
(v / s)_i Volume / Saturation Flow Rate	0.19	0.29	0.03	0.05	0.35	0.04	0.06	0.11	0.12	0.11	0.19	0.07
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	362	2661	1086	131	1399	786	121	560	627	227	772	516
X, volume / capacity	0.93	0.56	0.04	0.73	0.90	0.09	0.97	0.68	0.32	0.88	0.88	0.23
d, Delay for Lane Group [s/veh]	75.48	20.80	6.70	62.04	44.66	16.73	114.44	49.40	26.08	75.00	49.35	30.26
Lane Group LOS	E	C	A	E	D	B	F	D	C	E	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	12.44	9.07	0.38	3.05	18.37	1.02	5.41	5.37	3.92	7.35	10.19	2.60
50th-Percentile Queue Length [ft/ln]	311.06	226.85	9.44	76.22	459.14	25.61	135.20	134.26	97.98	183.70	254.83	65.05
95th-Percentile Queue Length [veh/ln]	18.23	14.01	0.68	5.49	25.39	1.84	9.22	9.17	7.05	11.79	15.43	4.68
95th-Percentile Queue Length [ft/ln]	455.69	350.35	17.00	137.20	634.84	46.09	230.55	229.27	176.36	294.84	385.73	117.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	75.48	20.80	6.70	62.04	44.66	16.73	114.44	49.40	26.08	75.00	49.35	30.26
Movement LOS	E	C	A	E	D	B	F	D	C	E	D	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	30.27			44.48			53.61			52.16		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	41.95											
Intersection LOS	D											
Intersection V/C	0.790											

Option 1: Copy of Orange Ave/Frontage Rd

Number	21					
Intersection	Orange Ave/Frontage Rd					
Control Type	Signalized					
Analysis Method	HCM 7th Edition					
Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	155	3	78	43	121	88
Total Analysis Volume [veh/h]	457	251	1276	274	309	284

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	22	0	21	47	25	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	17	0	0	10	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	26	0	65	91	29	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.31	0.31	0.40	0.74	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.13	0.16	0.36	0.14	0.17	0.18
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3	
c, saturation flow rate [veh/h]	2618	1615	3514	1900	1810	1615

s, saturation flow rate [veh/h]	3618	1615	3514	1900	1610	1615
c, Capacity [veh/h]	1123	501	1393	1406	350	312
X, volume / capacity	0.41	0.50	0.92	0.19	0.88	0.91
d, Delay for Lane Group [s/veh]	33.76	37.34	37.15	5.05	65.16	71.42
Lane Group LOS	C	D	D	A	E	E
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.25	6.26	17.14	1.75	10.70	10.36
50th-Percentile Queue Length [ft/ln]	131.17	156.54	428.47	43.77	267.60	259.00
95th-Percentile Queue Length [veh/ln]	9.00	10.37	23.93	3.15	16.07	15.64
95th-Percentile Queue Length [ft/ln]	225.09	259.14	598.21	78.79	401.74	390.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	33.76	37.34	37.15	5.05	65.16	71.42
Movement LOS	C	D	D	A	E	E
Critical Movement	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]	35.03		31.48		68.16	
Approach LOS	D		C		E	
d_I, Intersection Delay [s/veh]	39.99					
Intersection LOS	D					
Intersection V/C	0.694					

Option 1: Copy of Nuevo Rd/Murrieta Rd

Number	24											
Intersection	Nuevo Rd/Murrieta Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	83	94	199	119	113	226	111	424	45	173	598	137
Total Analysis Volume [veh/h]	148	161	255	203	193	306	207	831	61	294	1229	175

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	5
Auxiliary Signal Groups												4,5
Maximum Green [s]	6	24	0	10	28	0	8	18	0	12	22	10
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	16	35	0	19	38	0	19	40	0	26	47	19
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	5
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.10	0.26	0.13	0.29	0.29	0.13	0.30	0.30	0.18	0.35	0.51
(v / s)_i Volume / Saturation Flow Rate	0.08	0.24	0.11	0.10	0.19	0.11	0.23	0.04	0.16	0.34	0.11
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3			3			3		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

s, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	176	449	226	550	467	226	1093	488	322	1284	829
X, volume / capacity	0.84	0.93	0.90	0.35	0.65	0.92	0.76	0.13	0.91	0.96	0.21
d, Delay for Lane Group [s/veh]	75.24	70.92	80.61	35.49	44.37	84.28	39.06	30.49	73.58	43.08	16.06
Lane Group LOS	E	E	F	D	D	F	D	C	E	D	B
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.50	15.51	7.87	4.78	8.84	7.91	10.54	1.23	10.47	17.22	2.43
50th-Percentile Queue Length [ft/ln]	137.46	387.70	196.87	119.53	220.94	197.85	263.62	30.87	261.66	430.47	60.64
95th-Percentile Queue Length [veh/ln]	9.34	21.97	12.48	8.37	13.71	12.53	15.87	2.22	15.77	24.02	4.37
95th-Percentile Queue Length [ft/ln]	233.61	549.16	311.93	209.18	342.83	313.19	396.76	55.56	394.30	600.60	109.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	75.24	70.92	70.92	80.61	35.49	44.37	84.28	39.06	30.49	73.58	43.08	16.06
Movement LOS	E	E	E	F	D	D	F	D	C	E	D	B
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	72.06			52.41			47.10			45.57		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	50.84											
Intersection LOS	D											
Intersection V/C	0.809											

Option 1: Copy of Neuvo Rd/Redlands Ave

Number	25											
Intersection	Neuvo Rd/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	95	228	136	25	238	75	80	416	109	212	782	31
Total Analysis Volume [veh/h]	155	341	137	66	336	75	133	628	112	284	1122	114

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	0	25	0	14	24	0	19	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	28	26	0	18	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.38	0.38	0.38	0.38	0.10	0.27	0.27	0.18	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.16	0.18	0.08	0.32	0.07	0.17	0.07	0.16	0.31	0.07
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3	3			3		
c, saturation flow rate [veh/h]	900	1900	1615	1472	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	990	1900	1615	1473	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	155	718	610	615	175	973	434	329	1280	571
X, volume / capacity	1.00	0.47	0.22	0.78	0.76	0.65	0.26	0.86	0.88	0.20
d, Delay for Lane Group [s/veh]	98.64	18.75	15.65	29.36	37.39	23.36	20.41	35.58	23.27	15.90
Lane Group LOS	F	B	B	C	D	C	C	D	C	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.54	4.00	1.42	7.80	2.36	4.23	1.35	4.95	7.86	1.16
50th-Percentile Queue Length [ft/ln]	138.60	99.93	35.57	195.11	59.09	105.67	33.63	123.66	196.43	28.90
95th-Percentile Queue Length [veh/ln]	9.41	7.20	2.56	12.39	4.25	7.60	2.42	8.59	12.45	2.08
95th-Percentile Queue Length [ft/ln]	235.13	179.88	64.03	309.65	106.36	189.97	60.54	214.84	311.35	52.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	98.64	18.75	15.65	29.36	29.36	29.36	37.39	23.36	20.41	35.58	23.27	15.90
Movement LOS	F	B	B	C	C	C	D	C	C	D	C	B
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	37.64			29.36			25.12			25.02		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	27.91											
Intersection LOS	C											
Intersection V/C	0.707											

Option 1: Copy of Copy of City's Comment of Nuevo Rd/Perris Blvd

Number	26											
Intersection	Nuevo Rd/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	187	510	213	151	374	177	245	505	98	256	617	167
Total Analysis Volume [veh/h]	389	1259	230	242	1156	361	634	806	108	370	946	218

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	25	35	15	8	28	10	10	25	25	15	30	8
Amber [s]	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	17	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	24	47	20	10	33	20	20	33	24	20	33	10
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.19	0.39	0.56	0.06	0.26	0.45	0.15	0.29	0.52	0.13	0.26	0.36
(v / s)_i Volume / Saturation Flow Rate	0.21	0.35	0.14	0.07	0.22	0.22	0.18	0.22	0.07	0.11	0.26	0.13
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1615	3514	5170	1615	3514	3618	1615	3514	3618	1615

s, saturation flow rate [veh/h]	1810	3618	1615	3514	5176	1615	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	345	1414	901	224	1364	734	543	1041	832	459	954	587
X, volume / capacity	1.13	0.89	0.26	1.08	0.85	0.49	1.17	0.77	0.13	0.81	0.99	0.37
d, Delay for Lane Group [s/veh]	128.27	33.44	12.69	104.47	45.07	23.42	128.15	37.17	13.94	49.89	52.17	26.14
Lane Group LOS	F	C	B	F	D	C	F	D	B	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	17.07	14.95	2.71	4.64	10.24	6.57	13.38	9.73	1.34	5.02	13.83	4.12
50th-Percentile Queue Length [ft/ln]	426.80	373.68	67.69	115.90	255.93	164.25	334.60	243.32	33.60	125.57	345.87	103.07
95th-Percentile Queue Length [veh/ln]	25.34	21.29	4.87	8.34	15.48	10.77	20.77	14.85	2.42	8.70	19.93	7.42
95th-Percentile Queue Length [ft/ln]	633.41	532.20	121.85	208.61	387.11	269.35	519.33	371.23	60.48	217.46	498.37	185.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	128.27	33.44	12.69	104.47	45.07	23.42	128.15	37.17	13.94	49.89	52.17	26.14
Movement LOS	F	C	B	F	D	C	F	D	B	D	D	C
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	50.54			48.80			72.81			47.92		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	54.62											
Intersection LOS	D											
Intersection V/C	0.880											

Option 1: City's Comment of NuevoRd/I-215 SB

Number	29											
Intersection	NuevoRd/I-215 SB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	276	1	77	0	479	130	325	586	0
Total Analysis Volume [veh/h]	0	0	0	644	1	166	0	852	206	781	880	0

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Split	Split	Split	Split	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	13	0	0	21	0	14	39	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	32	0	74	24	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Minimum Recall					No			No			No	
Maximum Recall					No			No			No	
Pedestrian Recall					No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle		0.22	0.22	0.22	0.34	0.34	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate		0.18	0.18	0.10	0.28	0.30	0.22	0.24
so, Base Saturation Flow per Lane [pc/h/ln]		1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3			3		3	
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1778	2514	2618

s, saturation flow rate [veh/h]		1810	1810	1615	1900	1778	3514	3618
c, Capacity [veh/h]		389	389	348	640	599	972	1000
X, volume / capacity		0.83	0.83	0.48	0.83	0.88	0.80	0.88
d, Delay for Lane Group [s/veh]		44.29	44.29	28.67	26.72	31.51	25.16	26.92
Lane Group LOS		D	D	C	C	C	C	C
Critical Lane Group		Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		6.63	6.63	2.65	7.97	8.80	5.61	6.62
50th-Percentile Queue Length [ft/ln]		165.70	165.70	66.31	199.25	219.97	140.16	165.43
95th-Percentile Queue Length [veh/ln]		10.85	10.85	4.77	12.60	13.66	9.49	10.84
95th-Percentile Queue Length [ft/ln]		271.26	271.25	119.35	315.00	341.59	237.24	270.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	44.29	44.29	28.67	0.00	28.54	31.51	25.16	26.92	0.00
Movement LOS				D	D	C		C	C	C	C	
Critical Movement				Yes	No	No		No	No	No	No	
d_A, Approach Delay [s/veh]	0.00			41.09			29.11			26.09		
Approach LOS	A			D			C			C		
d_I, Intersection Delay [s/veh]	30.44											
Intersection LOS	C											
Intersection V/C	0.719											

Option 1: Copy of Redlands Ave/Mildred St

Number	30											
Intersection	Redlands Ave/Mildred St											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	70	382	10	29	591	45	63	23	61	13	55	37
Total Analysis Volume [veh/h]	99	595	0	41	846	0	100	33	0	19	78	0

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	18	0	5	18	0	0	34	0	0	34	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	26	25	0	19	18	0	0	26	0	0	26	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.07	0.66	0.66	0.04	0.62	0.62	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.16	0.16	0.02	0.22	0.22	0.08	0.05
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3	3
c, saturation flow rate [veh/h]	1810	1900	1900	1810	1900	1900	1577	1858

s, saturation flow rate [veh/h]	1810	1900	1900	1810	1900	1900	1577	1858
c, Capacity [veh/h]	133	1243	1243	73	1181	1181	301	310
X, volume / capacity	0.75	0.24	0.24	0.56	0.36	0.36	0.44	0.31
d, Delay for Lane Group [s/veh]	39.79	5.41	5.41	39.43	7.29	7.29	29.51	28.26
Lane Group LOS	D	A	A	D	A	A	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.81	1.26	1.26	0.77	2.33	2.33	2.13	1.50
50th-Percentile Queue Length [ft/ln]	45.26	31.50	31.50	19.14	58.17	58.17	53.37	37.53
95th-Percentile Queue Length [veh/ln]	3.26	2.27	2.27	1.38	4.19	4.19	3.84	2.70
95th-Percentile Queue Length [ft/ln]	81.46	56.70	56.70	34.45	104.70	104.70	96.07	67.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.79	5.41	5.41	39.43	7.29	7.29	29.51	29.51	29.51	28.26	28.26	28.26
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	10.31			8.78			29.51			28.26		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	11.93											
Intersection LOS	B											
Intersection V/C	0.362											

Option 1: MIT of Perris Blvd/4th St

Number	36											
Intersection	Perris Blvd/4th St											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	52	475	45	62	296	209	306	645	42	45	552	43
Total Analysis Volume [veh/h]	71	1051	45	152	878	239	508	884	43	61	757	122

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	10	10	5	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	9	45	0	15	51	32	32	49	0	11	28	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Minimum Recall	No	No		Yes	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.04	0.36	0.36	0.47	0.47	0.39	0.23	0.39	0.39	0.04	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.11	0.29	0.29	0.20	0.48	0.15	0.28	0.25	0.25	0.03	0.24	0.24
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	642	1900	1873	773	1833	1615	1810	1900	1860	1810	1900	1900

s, saturation flow rate [veh/h]	642	1900	1873	773	1832	1615	1810	1900	1869	1810	1900	1809
c, Capacity [veh/h]	64	682	672	312	904	633	422	739	727	80	380	362
X, volume / capacity	1.11	0.81	0.81	0.49	0.97	0.38	1.20	0.63	0.63	0.76	1.18	1.18
d, Delay for Lane Group [s/veh]	204.56	44.73	44.90	30.01	55.50	27.78	158.03	31.27	31.36	70.34	154.83	155.82
Lane Group LOS	F	D	D	C	E	C	F	C	C	E	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.61	15.74	15.56	2.82	29.14	4.99	25.50	10.98	10.87	2.12	22.47	21.49
50th-Percentile Queue Length [ft/ln]	115.25	393.60	388.95	70.58	728.41	124.75	637.49	274.60	271.71	52.98	561.65	537.28
95th-Percentile Queue Length [veh/ln]	8.30	22.25	22.03	5.08	37.99	8.65	37.34	16.42	16.27	3.81	33.00	31.73
95th-Percentile Queue Length [ft/ln]	207.45	556.28	550.67	127.05	949.72	216.33	933.50	410.48	406.87	95.37	824.95	793.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	204.56	44.81	44.90	30.01	55.50	27.78	158.03	31.31	31.36	70.34	155.24	155.82
Movement LOS	F	D	D	C	E	C	F	C	C	E	F	F
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	54.53			47.22			76.17			149.80		
Approach LOS	D			D			E			F		
d_I, Intersection Delay [s/veh]	77.67											
Intersection LOS	E											
Intersection V/C	1.006											

Option 1: MIT of Perris Blvd/Iris Ave

Number	1											
Intersection	Perris Blvd/Iris Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	166	769	364	186	708	15	29	358	116	266	310	105
Total Analysis Volume [veh/h]	254	2231	416	244	1770	14	37	460	116	370	412	104

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	32	0	11	30	0	7	35	0	16	44	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	23	36	0	16	29	0	18	39	0	19	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.16	0.43	0.43	0.11	0.38	0.38	0.03	0.18	0.18	0.36	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.14	0.43	0.26	0.13	0.32	0.32	0.02	0.16	0.16	0.29	0.14	0.14
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1803	1810	1900	1770	1267	1900	1770

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1892	1810	1900	1770	1267	1900	1770
c, Capacity [veh/h]	284	2205	688	197	1368	716	58	348	324	425	545	508
X, volume / capacity	0.89	1.01	0.60	1.24	0.86	0.86	0.63	0.85	0.86	0.87	0.49	0.49
d, Delay for Lane Group [s/veh]	67.07	53.65	28.31	190.95	38.48	44.00	63.37	49.49	50.33	42.83	33.21	33.26
Lane Group LOS	E	F	C	F	D	D	E	D	D	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.26	22.39	8.57	13.03	14.69	16.48	1.16	8.11	7.70	8.84	5.76	5.38
50th-Percentile Queue Length [ft/ln]	206.55	559.74	214.25	325.64	367.24	411.91	28.96	202.74	192.58	221.10	144.05	134.42
95th-Percentile Queue Length [veh/ln]	12.98	30.41	13.37	20.54	20.98	23.13	2.08	12.78	12.26	13.72	9.70	9.18
95th-Percentile Queue Length [ft/ln]	324.40	760.34	334.28	513.47	524.38	578.33	52.12	319.50	306.38	343.02	242.46	229.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.07	53.65	28.31	190.95	40.35	44.00	63.37	49.79	50.33	42.83	33.23	33.26
Movement LOS	E	F	C	F	D	D	E	D	D	D	C	C
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	51.19			58.50			50.71			37.24		
Approach LOS	D			E			D			D		
d_I, Intersection Delay [s/veh]	51.53											
Intersection LOS	D											
Intersection V/C	0.887											

Option 1: MIT of Perris Blvd/Krameria Ave

Number	2											
Intersection	Perris Blvd/Krameria Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	69	1132	169	114	879	20	26	128	92	195	97	115
Total Analysis Volume [veh/h]	115	2676	186	156	2096	20	38	189	111	308	144	128

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	16	49	0	9	42	0	6	29	0	17	40	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	20	53	0	13	46	0	10	33	0	21	44	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

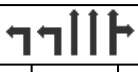
g / C, Green / Cycle	0.08	0.53	0.53	0.08	0.53	0.53	0.03	0.12	0.12	0.29	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.06	0.52	0.54	0.09	0.38	0.38	0.02	0.10	0.07	0.21	0.08	0.08
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1839	1810	3618	1801	1810	1900	1615	1479	1900	1615

s, saturation flow rate [veh/h]	1810	3618	1839	1810	3618	1891	1810	1900	1615	1479	1900	1615
c, Capacity [veh/h]	143	1918	975	136	1904	995	55	228	194	426	439	373
X, volume / capacity	0.81	0.98	1.01	1.15	0.73	0.73	0.69	0.83	0.57	0.72	0.33	0.34
d, Delay for Lane Group [s/veh]	64.48	43.55	59.74	174.87	24.36	26.60	72.24	59.17	52.57	40.04	38.80	39.05
Lane Group LOS	E	D	F	F	C	C	E	E	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.74	27.82	33.61	8.50	14.41	15.72	1.35	5.94	3.24	7.89	3.53	3.16
50th-Percentile Queue Length [ft/ln]	93.38	695.45	840.19	212.52	360.31	392.89	33.68	148.48	81.10	197.32	88.17	78.90
95th-Percentile Queue Length [veh/ln]	6.72	36.47	43.51	13.91	20.64	22.22	2.43	9.94	5.84	12.50	6.35	5.68
95th-Percentile Queue Length [ft/ln]	168.08	911.70	1087.85	347.85	515.96	555.43	60.63	248.40	145.98	312.50	158.71	142.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.48	48.39	59.74	174.87	25.11	26.60	72.24	59.17	52.57	40.04	38.80	39.05
Movement LOS	E	D	E	F	C	C	E	E	D	D	D	D
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	49.72			35.41			58.47			39.51		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	43.97											
Intersection LOS	D											
Intersection V/C	0.869											

Option 1: Copy of Perris Blvd/Ramona Expy

Number	5											
Intersection	Perris Blvd/Ramona Expy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	123	413	109	284	632	251	297	1030	135	144	732	99
Total Analysis Volume [veh/h]	183	1502	144	369	1435	458	764	1412	138	206	967	97

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	44	0	12	50	0	16	41	0	7	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	10	48	0	16	54	0	20	45	0	11	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.05	0.37	0.37	0.10	0.42	0.42	0.13	0.34	0.34	0.06	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.05	0.42	0.09	0.11	0.40	0.28	0.14	0.39	0.09	0.06	0.20	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	5271	3618	1615	3514	3618	1813

s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	5271	3618	1615	3514	3618	1813
c, Capacity [veh/h]	176	1326	592	351	1507	673	703	1236	552	205	965	483
X, volume / capacity	1.04	1.13	0.24	1.05	0.95	0.68	1.09	1.14	0.25	1.00	0.73	0.74
d, Delay for Lane Group [s/veh]	99.88	107.50	27.40	90.75	48.11	33.99	97.17	106.76	28.67	86.92	41.23	45.26
Lane Group LOS	F	F	C	F	D	C	F	F	C	F	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.65	31.18	2.93	6.95	21.87	11.18	9.66	28.37	2.74	3.84	9.15	9.72
50th-Percentile Queue Length [ft/ln]	91.13	779.47	73.35	173.87	546.77	279.45	241.54	709.29	68.51	96.12	228.69	242.88
95th-Percentile Queue Length [veh/ln]	6.56	43.85	5.28	11.49	29.54	16.66	15.30	40.44	4.93	6.92	14.11	14.83
95th-Percentile Queue Length [ft/ln]	164.03	1096.35	132.04	287.23	738.52	416.53	382.39	1010.99	123.33	173.02	352.69	370.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	99.88	107.50	27.40	90.75	48.11	33.99	97.17	106.76	28.67	86.92	42.31	45.26
Movement LOS	F	F	C	F	D	C	F	F	C	F	D	D
Critical Movement	No	Yes	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	100.43			52.20			98.93			49.77		
Approach LOS	F			D			F			D		
d_I, Intersection Delay [s/veh]	77.38											
Intersection LOS	E											
Intersection V/C	0.969											

Option 1: Copy of Perris Blvd/Placentia Ave

Number	11											
Intersection	Perris Blvd/Placentia Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	47	688	63	65	901	71	45	202	76	40	87	29
Total Analysis Volume [veh/h]	193	1365	68	98	1662	208	415	460	165	65	375	40

Intersection Settings

Cycle Length [s]	115
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	7	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Maximum Green [s]	13	47	18	13	47	18	18	26	0	18	26	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	16	45	29	11	40	29	29	30	0	29	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	0	5	10	0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.10	0.49	0.49	0.06	0.44	0.69	0.22	0.27	0.27	0.05	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.11	0.38	0.04	0.05	0.46	0.13	0.23	0.13	0.10	0.04	0.07	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615

s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	189	1757	784	110	1599	1121	393	964	430	87	502	157
X, volume / capacity	1.02	0.78	0.09	0.89	1.04	0.19	1.05	0.48	0.38	0.75	0.75	0.26
d, Delay for Lane Group [s/veh]	112.66	27.89	16.10	73.85	65.49	6.54	104.76	35.82	35.02	66.07	52.78	48.92
Lane Group LOS	F	C	B	E	F	A	F	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.49	14.94	0.96	3.36	27.84	1.59	17.42	5.34	3.76	2.12	3.54	1.08
50th-Percentile Queue Length [ft/ln]	212.20	373.41	24.01	83.95	696.01	39.80	435.48	133.57	93.97	52.91	88.57	27.09
95th-Percentile Queue Length [veh/ln]	13.38	21.27	1.73	6.04	37.58	2.87	25.00	9.13	6.77	3.81	6.38	1.95
95th-Percentile Queue Length [ft/ln]	334.60	531.87	43.21	151.12	939.46	71.64	625.11	228.34	169.15	95.24	159.42	48.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	112.66	27.89	16.10	73.85	65.49	6.54	104.76	35.82	35.02	66.07	52.78	48.92
Movement LOS	F	C	B	E	F	A	F	D	D	E	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	37.46			59.67			63.20			54.26		
Approach LOS	D			E			E			D		
d_I, Intersection Delay [s/veh]	52.82											
Intersection LOS	D											
Intersection V/C	0.868											

Option 1: Copy of Placentia Ave/Indian Ave

Number	13											
Intersection	Placentia Ave/Indian Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	32	60	12	30	149	180	80	331	53	8	238	12
Total Analysis Volume [veh/h]	166	123	13	68	240	419	157	1246	124	12	1155	29

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	28	55	0	11	38	38	6	33	33
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	21	21	0	14	14
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	10	42	0	9	41	0	21	46	46	13	38	38
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.45	0.37	0.37	0.45	0.35	0.10	0.43	0.52	0.01	0.34	0.42
(v / s)_i Volume / Saturation Flow Rate	0.17	0.06	0.01	0.05	0.39	0.09	0.34	0.08	0.01	0.32	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3		3			3			
c, saturation flow rate [veh/h]	954	1900	1615	1343	1708	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	954	1900	1615	1343	1708	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	244	703	597	643	607	189	1555	841	27	1233	673
X, volume / capacity	0.68	0.18	0.02	0.11	1.09	0.83	0.80	0.15	0.44	0.94	0.04
d, Delay for Lane Group [s/veh]	40.35	23.90	22.09	17.98	97.67	57.61	28.26	14.05	64.57	39.22	19.07
Lane Group LOS	D	C	C	B	F	E	C	B	E	D	B
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.53	2.26	0.23	1.00	25.67	4.58	13.36	1.57	0.40	14.76	0.43
50th-Percentile Queue Length [ft/ln]	88.28	56.50	5.64	25.09	641.72	114.51	333.99	39.28	10.07	368.91	10.63
95th-Percentile Queue Length [veh/ln]	6.36	4.07	0.41	1.81	35.93	8.09	19.35	2.83	0.72	21.06	0.77
95th-Percentile Queue Length [ft/ln]	158.91	101.70	10.16	45.17	898.32	202.25	483.85	70.70	18.12	526.41	19.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.35	23.90	22.09	17.98	97.67	97.67	57.61	28.26	14.05	64.57	39.22	19.07
Movement LOS	D	C	C	B	F	F	E	C	B	E	D	B
Critical Movement	No	No	No	No	No	Yes	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	32.86			90.22			30.13			38.99		
Approach LOS	C			F			C			D		
d_I, Intersection Delay [s/veh]	44.82											
Intersection LOS	D											
Intersection V/C	0.849											

Option 1: Copy of Placentia Ave/Frontage Rd

Number	14											
Intersection	Placentia Ave/Frontage Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	127	31	8	16	68	129	32	445	215	8	436	5
Total Analysis Volume [veh/h]	1045	41	8	24	104	149	45	1557	509	11	1728	4

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	8	1	6	0
Auxiliary Signal Groups									2,8			
Maximum Green [s]	0	10	0	0	10	0	5	10	10	5	10	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	21	0	0	24	0	0	17	21	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	33	0	9	48	30	9	48	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	10	5	10	0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.24	0.24	0.16	0.16	0.03	0.45	0.77	0.01	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.21	0.20	0.01	0.15	0.02	0.43	0.32	0.01	0.31	0.31
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3			3		
c, saturation flow rate [veh/h]	3514	1814	1810	1721	1810	3618	1615	905	3618	1808

s, saturation flow rate [veh/h]	3514	1814	1810	1721	1810	3618	1615	905	3618	1898
c, Capacity [veh/h]	854	441	299	284	59	1612	1241	61	1542	809
X, volume / capacity	0.85	0.84	0.08	0.89	0.76	0.97	0.41	0.18	0.74	0.74
d, Delay for Lane Group [s/veh]	45.71	52.44	42.51	62.28	75.92	48.05	5.71	61.41	31.97	34.72
Lane Group LOS	D	D	D	E	E	D	A	E	C	C
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.23	11.36	0.61	8.31	1.62	23.89	3.43	0.36	13.57	14.85
50th-Percentile Queue Length [ft/ln]	255.82	284.00	15.14	207.80	40.58	597.33	85.74	8.88	339.18	371.32
95th-Percentile Queue Length [veh/ln]	15.48	16.89	1.09	13.04	2.92	31.91	6.17	0.64	19.61	21.17
95th-Percentile Queue Length [ft/ln]	386.98	422.19	27.25	326.01	73.05	797.74	154.34	15.98	490.20	529.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.78	52.44	52.44	42.51	62.28	62.28	75.92	48.05	5.71	61.41	32.91	34.72
Movement LOS	D	D	D	D	E	E	E	D	A	E	C	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	48.00			60.57			38.44			33.09		
Approach LOS	D			E			D			C		
d_I, Intersection Delay [s/veh]	39.83											
Intersection LOS	D											
Intersection V/C	0.795											

Option 1: City's Comment

Number	15											
Intersection	Placentia Ave/I-215 NB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	34	3	170	0	0	0	46	522	0	0	421	257
Total Analysis Volume [veh/h]	128	5	552	0	0	0	181	1493	0	0	1532	1201

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	7	102	0	0	91	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	40	56	0	0	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.15	0.15	0.15		0.08	0.73	0.59	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.06		0.05	0.41	0.48	0.55	0.56
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900		1900	1900	1900	1900	1900
Arrival type	3			3	3		3		
s, saturation flow rate [veh/h]	1810	1816	3500		3514	3618	1900	1615	1615

s, saturation flow rate [veh/h]	1810	1816	8500		3514	3618	1900	1645	1615
c, Capacity [veh/h]	278	279	1306		291	2648	1125	974	956
X, volume / capacity	0.24	0.24	0.42		0.62	0.56	0.81	0.94	0.95
d, Delay for Lane Group [s/veh]	28.04	28.03	27.81		33.20	4.47	12.64	18.02	19.70
Lane Group LOS	C	C	C		C	A	B	B	B
Critical Lane Group	No	No	Yes		Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.09	1.10	8.39		1.45	2.13	9.25	11.60	12.18
50th-Percentile Queue Length [ft/ln]	27.32	27.39	209.75		36.23	53.30	231.14	289.96	304.56
95th-Percentile Queue Length [veh/ln]	1.97	1.97	13.14		2.61	3.84	14.23	17.18	17.91
95th-Percentile Queue Length [ft/ln]	49.18	49.31	328.51		65.21	95.94	355.81	429.60	447.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.04	28.03	27.81	0.00	0.00	0.00	33.20	4.47	0.00	0.00	13.22	19.30
Movement LOS	C	C	C				C	A			B	B
Critical Movement	No	No	No				Yes	No			No	No
d_A, Approach Delay [s/veh]	27.86			0.00			7.58			16.79		
Approach LOS	C			A			A			B		
d_I, Intersection Delay [s/veh]	15.25											
Intersection LOS	B											
Intersection V/C	0.681											

Option 1: Copy of Orange Ave/Perris Blvd

Number	18											
Intersection	Orange Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	155	644	137	192	794	31	23	264	190	131	230	98
Total Analysis Volume [veh/h]	354	1345	111	254	1570	83	144	488	353	231	349	93

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	8	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	10	36	12	14	40	15	15	17	17	12	29	14
Amber [s]	3.0	3.0	3.0	3.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	21	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	24	30	16	36	42	21	21	21	21	16	33	36
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	10	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.17	0.46	0.60	0.16	0.46	0.59	0.10	0.14	0.34	0.10	0.15	0.35
(v / s)_i Volume / Saturation Flow Rate	0.20	0.26	0.07	0.14	0.43	0.05	0.08	0.13	0.22	0.13	0.10	0.06
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	302	2402	965	289	1654	948	175	516	554	181	559	562
X, volume / capacity	1.17	0.56	0.12	0.88	0.95	0.09	0.82	0.94	0.64	1.28	0.62	0.17
d, Delay for Lane Group [s/veh]	157.52	24.24	10.69	57.64	44.19	10.96	62.70	60.35	38.70	214.14	48.62	27.22
Lane Group LOS	F	C	B	E	D	B	E	E	D	F	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	17.77	8.86	1.24	7.90	23.10	0.94	4.61	7.73	9.15	13.50	4.98	1.88
50th-Percentile Queue Length [ft/ln]	444.26	221.51	30.93	197.39	577.50	23.47	115.37	193.30	228.64	337.53	124.44	47.10
95th-Percentile Queue Length [veh/ln]	26.64	13.74	2.23	12.50	30.98	1.69	8.14	12.29	14.11	21.34	8.64	3.39
95th-Percentile Queue Length [ft/ln]	665.89	343.55	55.67	312.60	774.56	42.25	203.45	307.30	352.63	533.51	215.92	84.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	157.52	24.24	10.69	57.64	44.19	10.96	62.70	60.35	38.70	214.14	48.62	27.22
Movement LOS	F	C	B	E	D	B	E	E	D	F	D	C
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	49.48			44.53			52.93			102.48		
Approach LOS	D			D			D			F		
d_I, Intersection Delay [s/veh]	54.99											
Intersection LOS	D											
Intersection V/C	0.933											

Option 1: Copy of Orange Ave/Frontage Rd

Number	21					
Intersection	Orange Ave/Frontage Rd					
Control Type	Signalized					
Analysis Method	HCM 7th Edition					
Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	90	2	169	119	187	76
Total Analysis Volume [veh/h]	286	0	462	236	497	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	ProtPerm	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	30	0	10	30	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	14	0	37	51	9	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Minimum Recall	No		Yes	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.24	0.24	0.48	0.48	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.08	0.00	0.17	0.12	0.27	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3	
c, saturation flow rate [veh/h]	2618	1615	2706	1900	1810	1615

s, saturation flow rate [veh/h]	3618	1615	2706	1900	1810	1615
c, Capacity [veh/h]	850	380	1499	905	596	532
X, volume / capacity	0.34	0.00	0.31	0.26	0.83	0.00
d, Delay for Lane Group [s/veh]	13.32	0.00	6.72	6.60	15.93	0.00
Lane Group LOS	B	A	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.83	0.00	0.66	0.69	3.79	0.00
50th-Percentile Queue Length [ft/ln]	20.71	0.00	16.58	17.14	94.82	0.00
95th-Percentile Queue Length [veh/ln]	1.49	0.00	1.19	1.23	6.83	0.00
95th-Percentile Queue Length [ft/ln]	37.27	0.00	29.84	30.85	170.67	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.32	0.00	6.72	6.60	15.93	0.00
Movement LOS	B	A	A	A	B	A
Critical Movement	No	No	No	No	Yes	No
d_A, Approach Delay [s/veh]	13.32		6.68		15.93	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	11.06					
Intersection LOS	B					
Intersection V/C	0.448					

Option 1: Copy of Nuevo Rd/Murrieta Rd

Number	24											
Intersection	Nuevo Rd/Murrieta Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	36	105	148	41	53	58	45	554	14	158	543	40
Total Analysis Volume [veh/h]	57	145	159	67	74	78	83	972	19	261	1057	55

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	5
Auxiliary Signal Groups												4,5
Maximum Green [s]	5	21	0	12	28	0	13	26	0	15	28	12
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	10	27	0	15	32	0	10	28	0	20	38	15
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	5
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.04	0.33	0.05	0.34	0.34	0.06	0.28	0.28	0.16	0.38	0.48
(v / s)_i Volume / Saturation Flow Rate	0.03	0.17	0.04	0.04	0.05	0.05	0.27	0.01	0.14	0.29	0.03
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3			3			3		
s, saturation flow rate [veh/h]	1810	1720	1810	1900	1615	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1810	1739	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	78	572	92	640	544	107	1008	450	297	1387	773
X, volume / capacity	0.73	0.53	0.73	0.12	0.14	0.78	0.96	0.04	0.88	0.76	0.07
d, Delay for Lane Group [s/veh]	55.02	28.07	52.66	20.97	21.36	53.00	39.26	23.74	55.27	25.06	12.70
Lane Group LOS	E	C	D	C	C	D	D	C	E	C	B
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.52	5.76	1.74	1.14	1.23	2.03	10.31	0.27	6.68	8.66	0.52
50th-Percentile Queue Length [ft/ln]	38.03	143.93	43.42	28.46	30.65	50.79	257.77	6.84	166.90	216.54	13.04
95th-Percentile Queue Length [veh/ln]	2.74	9.69	3.13	2.05	2.21	3.66	15.58	0.49	10.91	13.49	0.94
95th-Percentile Queue Length [ft/ln]	68.46	242.30	78.16	51.23	55.16	91.41	389.43	12.32	272.83	337.21	23.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.02	28.07	28.07	52.66	20.97	21.36	53.00	39.26	23.74	55.27	25.06	12.70
Movement LOS	E	C	C	D	C	C	D	D	C	E	C	B
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	32.32			30.80			40.05			30.31		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	34.04											
Intersection LOS	C											
Intersection V/C	0.625											

Option 1: Copy of Neuvo Rd/Redlands Ave

Number	25											
Intersection	Neuvo Rd/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	104	233	129	20	246	55	59	632	107	129	565	27
Total Analysis Volume [veh/h]	165	371	143	123	363	54	138	986	109	179	932	66

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	0	25	0	12	25	0	8	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	28	28	0	16	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.39	0.39	0.39	0.39	0.10	0.32	0.32	0.12	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.17	0.20	0.09	0.50	0.08	0.27	0.07	0.10	0.26	0.04
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3	3			3		
c, saturation flow rate [veh/h]	985	1900	1615	1088	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	985	1900	1615	1088	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	104	740	629	487	184	1144	511	223	1222	546
X, volume / capacity	1.58	0.50	0.23	1.11	0.75	0.86	0.21	0.80	0.76	0.12
d, Delay for Lane Group [s/veh]	325.38	18.65	15.17	98.87	36.68	24.54	17.75	36.55	21.68	16.09
Lane Group LOS	F	B	B	F	D	C	B	D	C	B
Critical Lane Group	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.22	4.33	1.45	17.52	2.43	7.07	1.19	3.14	6.14	0.67
50th-Percentile Queue Length [ft/ln]	255.53	108.22	36.26	438.05	60.64	176.78	29.82	78.44	153.59	16.74
95th-Percentile Queue Length [veh/ln]	18.40	7.74	2.61	26.10	4.37	11.43	2.15	5.65	10.21	1.21
95th-Percentile Queue Length [ft/ln]	459.96	193.52	65.27	652.43	109.16	285.80	53.67	141.20	255.21	30.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	325.38	18.65	15.17	98.87	98.87	98.87	36.68	24.54	17.75	36.55	21.68	16.09
Movement LOS	F	B	B	F	F	F	D	C	B	D	C	B
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	92.45			98.87			25.30			23.63		
Approach LOS	F			F			C			C		
d_I, Intersection Delay [s/veh]	48.27											
Intersection LOS	D											
Intersection V/C	0.868											

Option 1: Copy of Copy of City's Comment of Nuevo Rd/Perris Blvd

Number	26											
Intersection	Nuevo Rd/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	134	475	120	226	549	220	288	554	165	207	451	184
Total Analysis Volume [veh/h]	213	1125	117	326	1333	439	767	991	180	280	726	211

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	12	35	10	12	35	18	18	47	12	10	39	12
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	19	35	15	16	32	26	26	54	19	15	43	16
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.13	0.35	0.48	0.10	0.33	0.55	0.18	0.32	0.48	0.09	0.23	0.36
(v / s)_i Volume / Saturation Flow Rate	0.12	0.31	0.07	0.09	0.26	0.27	0.22	0.27	0.11	0.08	0.20	0.13
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1615	3514	5170	1615	3514	3618	1615	3514	3618	1615

s, saturation flow rate [veh/h]	1810	3618	1615	3514	5176	1615	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	226	1281	774	351	1703	881	644	1161	774	322	829	586
X, volume / capacity	0.94	0.88	0.15	0.93	0.78	0.50	1.19	0.85	0.23	0.87	0.88	0.36
d, Delay for Lane Group [s/veh]	90.43	45.08	17.97	64.26	40.05	19.01	139.50	40.00	18.78	60.95	47.71	28.41
Lane Group LOS	F	D	B	E	D	B	F	D	B	E	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.59	16.21	1.83	5.27	11.82	7.46	17.52	13.49	2.94	4.42	10.52	4.41
50th-Percentile Queue Length [ft/ln]	214.77	405.26	45.69	131.78	295.51	186.55	437.96	337.16	73.60	110.46	262.94	110.28
95th-Percentile Queue Length [veh/ln]	13.40	22.81	3.29	9.04	17.46	11.94	26.53	19.51	5.30	7.87	15.84	7.86
95th-Percentile Queue Length [ft/ln]	334.94	570.34	82.24	225.91	436.47	298.55	663.14	487.73	132.48	196.64	395.91	196.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	90.43	45.08	17.97	64.26	40.05	19.01	139.50	40.00	18.78	60.95	47.71	28.41
Movement LOS	F	D	B	E	D	B	F	D	B	E	D	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	49.54			39.41			77.41			47.41		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	54.04											
Intersection LOS	D											
Intersection V/C	0.823											

Option 1: City's Comment of NuevoRd/I-215 SB

Number	29											
Intersection	NuevoRd/I-215 SB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	487	1	83	0	272	77	486	335	0
Total Analysis Volume [veh/h]	0	0	0	956	1	136	0	561	186	1258	527	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Split	Split	Split	Split	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	16	0	0	9	0	0	23	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	20	0	0	13	0	0	27	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	0	10	0
Minimum Recall					No			No			No	
Maximum Recall					No			No			No	
Pedestrian Recall					No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle		0.26	0.26	0.26	0.16	0.16	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.08	0.20	0.21	0.36	0.15
so, Base Saturation Flow per Lane [pc/h/ln]		1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3			3		3	
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1747	2514	2618

s, saturation flow rate [veh/h]		1810	1810	1615	1900	1747	3514	3618
c, Capacity [veh/h]		475	475	424	308	283	1325	1364
X, volume / capacity		1.01	1.01	0.32	1.21	1.32	0.95	0.39
d, Delay for Lane Group [s/veh]		65.85	65.83	20.12	148.07	192.67	23.02	14.03
Lane Group LOS		F	F	C	F	F	C	B
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		11.61	11.61	1.60	14.45	16.78	7.92	2.26
50th-Percentile Queue Length [ft/ln]		290.27	290.21	39.89	361.20	419.58	197.89	56.50
95th-Percentile Queue Length [veh/ln]		17.28	17.28	2.87	22.55	26.45	12.53	4.07
95th-Percentile Queue Length [ft/ln]		432.02	431.91	71.80	563.78	661.35	313.25	101.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	65.84	65.83	20.12	0.00	162.98	192.67	23.02	14.03	0.00
Movement LOS				F	E	C		F	F	C	B	
Critical Movement				No	No	No		No	Yes	No	No	
d_A, Approach Delay [s/veh]	0.00			60.15			170.37			20.37		
Approach LOS	A			E			F			C		
d_I, Intersection Delay [s/veh]	63.28											
Intersection LOS	E											
Intersection V/C	0.836											

Option 1: MIT of Redlands Ave/Mildred St

Number	30											
Intersection	Redlands Ave/Mildred St											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	38	410	9	32	381	24	31	16	43	5	13	24
Total Analysis Volume [veh/h]	59	654	0	50	628	0	68	26	0	8	21	0

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	18	40	0	16	38	0	0	22	0	0	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	22	44	0	20	42	0	0	26	0	0	26	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.05	0.73	0.73	0.04	0.72	0.72	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.04	0.19	0.19	0.03	0.18	0.18	0.06	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3	3
c, saturation flow rate [veh/h]	1629	1710	1710	1629	1710	1710	1467	1667

s, saturation flow rate [veh/h]	1629	1710	1710	1629	1710	1710	1467			1667		
c, Capacity [veh/h]	75	1239	1239	66	1229	1229	218			220		
X, volume / capacity	0.78	0.26	0.26	0.75	0.26	0.26	0.43			0.13		
d, Delay for Lane Group [s/veh]	58.37	4.75	4.75	58.46	4.86	4.86	39.90			37.21		
Lane Group LOS	E	A	A	E	A	A	D			D		
Critical Lane Group	No	Yes	No	Yes	No	No	Yes			No		
50th-Percentile Queue Length [veh/ln]	1.58	1.51	1.51	1.34	1.49	1.49	2.06			0.60		
50th-Percentile Queue Length [ft/ln]	39.38	37.83	37.83	33.59	37.37	37.37	51.58			15.02		
95th-Percentile Queue Length [veh/ln]	2.84	2.72	2.72	2.42	2.69	2.69	3.71			1.08		
95th-Percentile Queue Length [ft/ln]	70.89	68.09	68.09	60.47	67.26	67.26	92.84			27.04		

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.37	4.75	4.75	58.46	4.86	4.86	39.90	39.90	39.90	37.21	37.21	37.21
Movement LOS	E	A	A	E	A	A	D	D	D	D	D	D
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	9.19			8.82			39.90			37.21		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	11.46											
Intersection LOS	B											
Intersection V/C	0.286											

Option 1: Copy of Perris Blvd/4th St

Number	36											
Intersection	Perris Blvd/4th St											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	52	266	49	92	354	167	236	690	36	73	460	49
Total Analysis Volume [veh/h]	75	839	53	303	944	223	396	982	39	98	621	108

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	36	0	17	48	0	19	35	0	6	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	9	44	0	16	51	0	24	39	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.05	0.36	0.36	0.11	0.43	0.43	0.18	0.32	0.32	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.24	0.24	0.17	0.31	0.32	0.22	0.27	0.27	0.05	0.20	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	1900	1861	1810	1900	1777	1810	1900	1875	1810	1900	1902

s, saturation flow rate [veh/h]	1810	1900	1861	1810	1900	1777	1810	1900	1875	1810	1900	1863
c, Capacity [veh/h]	82	691	677	197	812	759	329	605	596	115	380	361
X, volume / capacity	0.91	0.65	0.65	1.53	0.74	0.75	1.20	0.85	0.85	0.85	0.98	0.98
d, Delay for Lane Group [s/veh]	99.26	33.94	34.04	312.48	32.24	33.23	161.97	45.10	45.46	80.21	82.44	83.86
Lane Group LOS	F	C	C	F	C	C	F	D	D	F	F	F
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.08	10.29	10.10	19.69	13.49	13.07	19.49	14.15	14.06	3.58	14.00	13.45
50th-Percentile Queue Length [ft/ln]	76.91	257.30	252.42	492.24	337.35	326.83	487.29	353.84	351.60	89.43	350.10	336.14
95th-Percentile Queue Length [veh/ln]	5.54	15.55	15.31	31.17	19.52	19.00	29.24	20.32	20.21	6.44	20.14	19.46
95th-Percentile Queue Length [ft/ln]	138.44	388.84	382.70	779.33	487.96	475.07	731.06	508.08	505.35	160.97	503.53	486.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	99.26	33.99	34.04	312.48	32.60	33.23	161.97	45.27	45.46	80.21	83.00	83.86
Movement LOS	F	C	C	F	C	C	F	D	D	F	F	F
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	39.05			90.38			77.89			82.78		
Approach LOS	D			F			E			F		
d_I, Intersection Delay [s/veh]	74.65											
Intersection LOS	E											
Intersection V/C	0.820											