Intersection Level Of Service Report
Intersection 7: Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	43.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.158

Intersection Setup

Name	Commerce St		3rd St		3rd St	
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	132.00	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]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		3rd St		3rd St	
Base Volume Input [veh/h]	14	11	1068	42	12	421
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	6	2	2	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	12	1117	46	14	444
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	304	13	4	121
Total Analysis Volume [veh/h]	17	13	1217	50	15	484
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	0.16	0.03	0.01	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	43.75	18.75	0.00	0.00	11.80	0.00
Movement LOS	E	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.67	0.67	0.00	0.00	0.08	0.00
95th-Percentile Queue Length [ft/ln]	16.79	16.79	0.00	0.00	2.12	0.00
d_A, Approach Delay [s/veh]	32.92		0.00		0.35	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

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):	0.014

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	20	2	7	45	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	4	0	7	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]	21	6	11	47	10	4
Peak Hour Factor	0.8333	0.8333	0.8333	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	3	14	3	1
Total Analysis Volume [veh/h]	25	7	13	56	12	5
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	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	9.17	8.51
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.55	0.55	1.41	1.41
d_A, Approach Delay [s/veh]	0.00		1.37		8.98	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.10					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Commerce St (NS) at 6th St (EW)

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

Intersection Setup

Name	Commerce St		Commerce St		6th Street	
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]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		6th Street	
Base Volume Input [veh/h]	23	0	3	46	2	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	7	0	0
Diverted Trips [veh/h]	0	0	-3	0	-2	0
Pass-by Trips [veh/h]	0	0	0	0	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]	28	0	0	55	0	0
Peak Hour Factor	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	15	0	0
Total Analysis Volume [veh/h]	30	0	0	59	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.27	0.00	8.95	8.45
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.70	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Project Dwy (NS) at Mission Inn Ave (EW)

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):	0.028

Intersection Setup

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn 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	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			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	11	0	5	0	0	0	0	271	16	2	78	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0000	1.0400	1.0400	1.0000	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	2	0	10	29	11	0	0	12	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]	11	0	5	2	0	10	29	293	17	2	93	5
Peak Hour Factor	0.8784	0.9500	0.8784	0.8784	0.9500	0.8784	0.8784	0.8784	0.8784	0.8784	0.8784	0.8784
Other Adjustment Factor	1.0000	1.0000	1.0000	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	1	1	0	3	8	83	5	1	26	1
Total Analysis Volume [veh/h]	13	0	6	2	0	11	33	334	19	2	106	6
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	0.01	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.02	0.00	9.55	11.45	0.00	8.66	7.50	0.00	0.00	8.00	0.00	0.00
Movement LOS	B		A	B		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.00	0.11	0.04	0.00	0.04	0.07	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.74	0.00	2.74	1.11	0.00	1.11	1.72	0.00	0.00	0.12	0.00	0.00
d_A, Approach Delay [s/veh]	11.93			9.09			0.64			0.14		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	1.14											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 11: Project Dwy (NS) at 5th St (EW)

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	Project Dwy		5th St		5th St	
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]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy		5th St		5th St	
Base Volume Input [veh/h]	0	0	2	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	2	0	8	5	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]	9	2	2	8	5	5
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	2	1	1
Total Analysis Volume [veh/h]	10	2	2	9	5	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.67	8.39	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.91	0.91	0.00	0.00	0.21	0.21
d_A, Approach Delay [s/veh]	8.62		0.00		3.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.23					
Intersection LOS	A					

BUILDOUT YEAR 2045

WITHOUT PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: Lime St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	40.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	72.00	100.00	100.00	100.00	100.00	100.00	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]	35.00			35.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	30	139	65	47	271	5	13	318	116	683	599	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	139	65	47	271	5	13	318	116	683	599	193
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	37	17	12	71	1	3	84	31	180	158	51
Total Analysis Volume [veh/h]	32	146	68	49	285	5	14	335	122	719	631	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]	120
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]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.1	4.1	0.0	4.1	4.1	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	30	0	9	30	0	9	29	0	54	72	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	18	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]	3.1	3.1	0.0	3.1	3.1	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.10	5.10	5.10	5.10	5.10	5.10	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.10	3.10	0.00	3.10	3.10	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	22	12	12	22	13	13	3	34	34	49	81	81
g / C, Green / Cycle	0.19	0.10	0.10	0.19	0.11	0.11	0.02	0.28	0.28	0.41	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.02	0.08	0.04	0.03	0.08	0.08	0.01	0.13	0.13	0.40	0.34	0.13
s, saturation flow rate [veh/h]	1327	1870	1589	1407	1870	1859	1781	1870	1704	1781	1870	1589
c, Capacity [veh/h]	256	181	154	264	198	196	39	531	484	731	1257	1068
d1, Uniform Delay [s]	40.77	53.07	51.12	41.18	52.04	52.05	57.85	35.23	35.35	35.00	9.73	7.39
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.45	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	8.09	1.97	0.34	5.23	5.30	5.42	2.69	3.08	27.81	1.43	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.80	0.44	0.19	0.73	0.74	0.36	0.45	0.46	0.98	0.50	0.19
d, Delay for Lane Group [s/veh]	40.99	61.16	53.09	41.52	57.26	57.35	63.27	37.92	38.44	62.80	11.17	7.79
Lane Group LOS	D	E	D	D	E	E	E	D	D	E	B	A
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.80	4.68	2.00	1.23	4.49	4.48	0.48	6.14	5.79	25.57	7.94	1.93
50th-Percentile Queue Length [ft/ln]	19.94	117.05	50.05	30.86	112.31	112.02	12.04	153.58	144.87	639.24	198.45	48.36
95th-Percentile Queue Length [veh/ln]	1.44	8.23	3.60	2.22	7.97	7.95	0.87	10.21	9.74	33.86	12.56	3.48
95th-Percentile Queue Length [ft/ln]	35.90	205.77	90.09	55.54	199.20	198.81	21.67	255.20	243.57	846.57	313.97	87.05

Movement, Approach, & Intersection Results

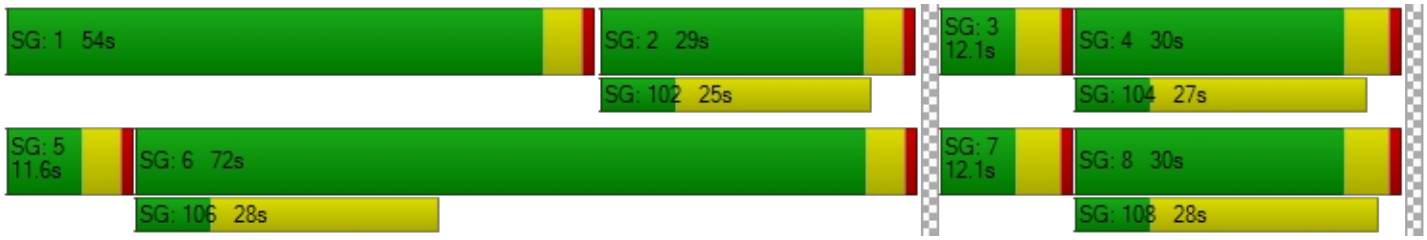
d_M, Delay for Movement [s/veh]	40.99	61.16	53.09	41.52	57.30	57.35	63.27	38.07	38.44	62.80	11.17	7.79
Movement LOS	D	E	D	D	E	E	E	D	D	E	B	A
d_A, Approach Delay [s/veh]	56.30			55.02			38.92			34.63		
Approach LOS	E			E			D			C		
d_I, Intersection Delay [s/veh]	40.10											
Intersection LOS	D											
Intersection V/C	0.733											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
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]	49.51	49.51	49.51	49.51
l_p,int, Pedestrian LOS Score for Intersectio	2.626	2.344	2.382	2.778
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]	415	415	407	1123
d_b, Bicycle Delay [s]	37.69	37.69	38.09	11.53
l_b,int, Bicycle LOS Score for Intersection	1.966	1.839	1.948	4.122
Bicycle LOS	A	A	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 2: SR-91 SB Off-Ramp (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	25.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn 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	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]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Base Volume Input [veh/h]	276	958	0	444	431	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	276	958	0	444	431	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	252	0	117	113	0
Total Analysis Volume [veh/h]	291	1008	0	467	454	0
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	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	10	10	0
Maximum Green [s]	47	0	0	42	42	0
Amber [s]	4.0	0.0	0.0	5.0	5.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	77	0	0	33	33	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	15	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	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
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
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	C	C
C, Cycle Length [s]	110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	4.00	4.00
g_i, Effective Green Time [s]	44	44	55	55
g / C, Green / Cycle	0.40	0.40	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.16	0.36	0.13	0.13
s, saturation flow rate [veh/h]	1781	2813	3560	3560
c, Capacity [veh/h]	711	1123	1782	1782
d1, Uniform Delay [s]	23.69	30.89	15.76	15.70
k, delay calibration	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.38	2.85	0.36	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.90	0.26	0.25
d, Delay for Lane Group [s/veh]	24.07	33.74	16.12	16.04
Lane Group LOS	C	C	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.37	12.40	3.35	3.25
50th-Percentile Queue Length [ft/ln]	134.22	309.98	83.83	81.15
95th-Percentile Queue Length [veh/ln]	9.17	18.17	6.04	5.84
95th-Percentile Queue Length [ft/ln]	229.22	454.35	150.90	146.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.07	33.74	0.00	16.12	16.04	0.00
Movement LOS	C	C		B	B	
d_A, Approach Delay [s/veh]	31.58		16.12		16.04	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	25.15					
Intersection LOS	C					
Intersection V/C	0.528					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	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]	44.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.510	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]	1310	491	491
d_b, Bicycle Delay [s]	6.54	31.28	31.28
l_b,int, Bicycle LOS Score for Intersection	1.560	1.945	1.934
Bicycle LOS	A	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 3: Mulberry St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	28.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.427

Intersection Setup

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn 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	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	178.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	170	196	47	0	0	0	271	463	0	0	270	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	196	47	0	0	0	271	463	0	0	270	128
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	45	52	12	0	0	0	71	122	0	0	71	0
Total Analysis Volume [veh/h]	179	206	49	0	0	0	285	487	0	0	284	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	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	27.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	7	10	0	0	10	0
Maximum Green [s]	0	45	0	0	0	0	30	42	0	0	42	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	5.0	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
Split [s]	0	36	0	0	0	0	38	74	0	0	36	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
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	0	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	
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	3.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C		L	C	C	R
C, Cycle Length [s]	110	110		110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00		5.00	6.00	6.00	6.00
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]	3.00	3.00		3.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	18	18		20	81	56	56
g / C, Green / Cycle	0.16	0.16		0.18	0.74	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.10	0.14		0.16	0.14	0.08	0.00
s, saturation flow rate [veh/h]	1781	1809		1781	3560	3560	1589
c, Capacity [veh/h]	292	297		321	2620	1817	811
d1, Uniform Delay [s]	42.75	44.76		44.06	4.45	14.34	0.00
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]	2.07	7.14		8.31	0.16	0.18	0.00
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	0.61	0.86		0.89	0.19	0.16	0.00
d, Delay for Lane Group [s/veh]	44.82	51.90		52.37	4.61	14.52	0.00
Lane Group LOS	D	D		D	A	B	A
Critical Lane Group	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.68	7.32		8.19	1.45	1.87	0.00
50th-Percentile Queue Length [ft/ln]	117.02	183.00		204.79	36.36	46.83	0.00
95th-Percentile Queue Length [veh/ln]	8.23	11.76		12.89	2.62	3.37	0.00
95th-Percentile Queue Length [ft/ln]	205.72	293.93		322.13	65.46	84.29	0.00

Movement, Approach, & Intersection Results

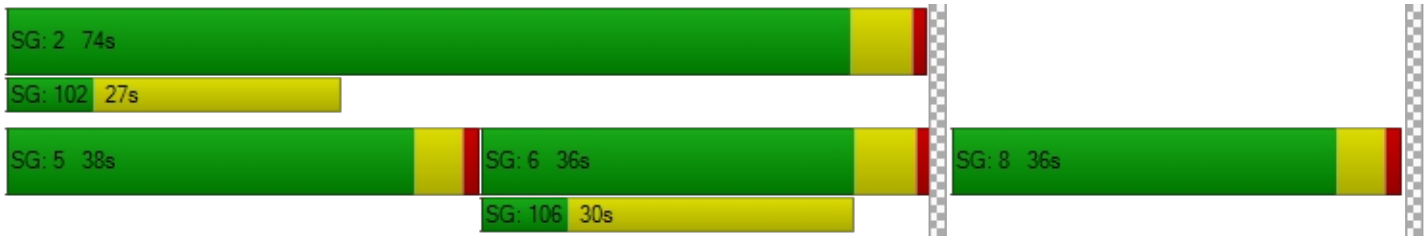
d_M, Delay for Movement [s/veh]	44.82	51.90	51.90	0.00	0.00	0.00	52.37	4.61	0.00	0.00	14.52	0.00
Movement LOS	D	D	D				D	A			B	A
d_A, Approach Delay [s/veh]	48.98			0.00			22.24			14.52		
Approach LOS	D			A			C			B		
d_I, Intersection Delay [s/veh]	28.56											
Intersection LOS	C											
Intersection V/C	0.427											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	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]	44.57	44.57	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.091	1.912	0.000	0.000
Crosswalk LOS	B	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]	563	0	1236	545
d_b, Bicycle Delay [s]	28.39	55.02	8.03	29.11
l_b,int, Bicycle LOS Score for Intersection	2.276	4.132	2.197	1.794
Bicycle LOS	B	D	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 4: Vine St (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

Intersection Setup

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn 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	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	152.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	38	65	48	25	28	72	119	247	184	39	303	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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	65	48	25	28	72	119	247	184	39	303	51
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	17	13	7	7	19	31	65	48	10	80	13
Total Analysis Volume [veh/h]	40	68	51	26	29	76	125	260	194	41	319	54
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	468	519	536	503	542	605	486	521	537
Degree of Utilization, x	0.09	0.23	0.24	0.25	0.48	0.32	0.08	0.36	0.35

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.28	0.88	0.95	0.97	2.58	1.38	0.28	1.61	1.54
95th-Percentile Queue Length [ft]	6.98	21.94	23.82	24.30	64.61	34.46	6.88	40.24	38.55
Approach Delay [s/veh]	11.55		11.88	13.36			12.93		
Approach LOS	B		B	B			B		
Intersection Delay [s/veh]	12.84								
Intersection LOS	B								

Intersection Level Of Service Report
Intersection 5: Commerce St (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn 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	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	220.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	37	10	9	10	22	8	7	183	22	20	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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	10	9	10	22	8	7	183	22	20	295	8
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	3	2	3	6	2	2	48	6	5	78	2
Total Analysis Volume [veh/h]	39	11	9	11	23	8	7	193	23	21	311	8
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	Yes		
Number of Storage Spaces in Median	0	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.03	0.01	0.02	0.04	0.01	0.01	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	13.38	14.47	9.76	11.80	12.16	9.67	7.92	0.00	0.00	7.71	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.39	0.39	0.39	0.23	0.23	0.23	0.01	0.01	0.00	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.80	9.80	9.80	5.75	5.75	5.75	0.29	0.29	0.00	1.18	0.00	0.00
d_A, Approach Delay [s/veh]	13.03			11.59			0.25			0.48		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.22											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: Park Ave (NS) at Mission Inn Ave (EW)

Control Type:	All-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):	0.274

Intersection Setup

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn 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	97.00	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]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	47	92	48	23	58	28	15	99	64	63	116	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	92	48	23	58	28	15	99	64	63	116	23
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	24	13	6	15	7	4	26	17	17	31	6
Total Analysis Volume [veh/h]	49	97	51	24	61	29	16	104	67	66	122	24
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	719	701	586	672	591	658
Degree of Utilization, x	0.27	0.16	0.03	0.25	0.11	0.22

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.11	0.58	0.08	1.01	0.37	0.84
95th-Percentile Queue Length [ft]	27.87	14.45	2.10	25.16	9.37	21.10
Approach Delay [s/veh]	9.90	9.13	9.79		9.67	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	9.68					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	Commerce St		3rd St		3rd St	
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	132.00	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]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		3rd St		3rd St	
Base Volume Input [veh/h]	7	9	410	19	13	417
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	9	410	19	13	417
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	108	5	3	110
Total Analysis Volume [veh/h]	7	9	432	20	14	439
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	0.00
d_M, Delay for Movement [s/veh]	14.82	9.85	0.00	0.00	8.30	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	2.34	2.34	0.00	0.00	0.96	0.00
d_A, Approach Delay [s/veh]	12.02		0.00		0.26	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

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	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	15	2	0	37	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	2	0	37	2	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	0	10	1	0
Total Analysis Volume [veh/h]	16	2	0	39	2	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.25	0.00	8.79	8.40
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.23	0.23
d_A, Approach Delay [s/veh]	0.00		0.00		8.66	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.43					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Commerce St (NS) at 6th St (EW)

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):	0.004

Intersection Setup

Name	Commerce St		Commerce St		6th Street	
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]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		6th Street	
Base Volume Input [veh/h]	17	0	1	38	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	1	38	4	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	0	10	1	0
Total Analysis Volume [veh/h]	18	0	1	40	4	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.25	0.00	8.82	8.41
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.04	0.04	0.32	0.32
d_A, Approach Delay [s/veh]	0.00		0.18		8.82	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Project Dwy (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn 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	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			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	7	0	7	0	0	0	0	195	9	4	315	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	7	0	0	0	0	195	9	4	315	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	0	0	0	0	51	2	1	83	0
Total Analysis Volume [veh/h]	7	0	7	0	0	0	0	205	9	4	332	0
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	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.68	0.00	8.99	12.34	0.00	9.24	7.94	0.00	0.00	7.67	0.00	0.00
Movement LOS	B		A	B		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.56	0.00	1.56	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00
d_A, Approach Delay [s/veh]	10.34			10.79			0.00			0.09		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.31											
Intersection LOS	B											

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: Lime St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	27.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

Intersection Setup

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	72.00	100.00	100.00	100.00	100.00	100.00	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]	35.00			35.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	24	268	128	61	283	30	19	534	136	216	381	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	268	128	61	283	30	19	534	136	216	381	180
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	71	34	16	74	8	5	141	36	57	100	47
Total Analysis Volume [veh/h]	25	282	135	64	298	32	20	562	143	227	401	189
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
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]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.1	4.1	0.0	4.1	4.1	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	30	0	9	30	0	9	29	0	24	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	18	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]	3.1	3.1	0.0	3.1	3.1	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.10	5.10	5.10	5.10	5.10	5.10	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.10	3.10	0.00	3.10	3.10	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	27	16	16	27	18	18	3	36	36	13	46	46
g / C, Green / Cycle	0.30	0.18	0.18	0.30	0.20	0.20	0.03	0.39	0.39	0.15	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.08	0.05	0.09	0.09	0.01	0.19	0.20	0.13	0.21	0.12
s, saturation flow rate [veh/h]	1226	1870	1589	1235	1870	1807	1781	1870	1741	1781	1870	1589
c, Capacity [veh/h]	402	334	284	346	382	369	57	734	684	268	956	812
d1, Uniform Delay [s]	22.81	35.84	33.26	24.06	31.36	31.39	42.73	20.65	20.68	37.31	13.73	12.24
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	5.86	1.24	0.26	0.79	0.83	3.62	2.39	2.58	7.31	1.35	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	0.06	0.85	0.48	0.19	0.44	0.44	0.35	0.50	0.50	0.85	0.42	0.23
d, Delay for Lane Group [s/veh]	22.87	41.71	34.50	24.32	32.15	32.23	46.35	23.04	23.26	44.62	15.08	12.91
Lane Group LOS	C	D	C	C	C	C	D	C	C	D	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.37	6.34	2.67	0.99	3.16	3.10	0.49	6.14	5.79	5.27	5.00	2.10
50th-Percentile Queue Length [ft/ln]	9.35	158.53	66.83	24.63	79.07	77.52	12.35	153.62	144.70	131.77	125.01	52.53
95th-Percentile Queue Length [veh/ln]	0.67	10.47	4.81	1.77	5.69	5.58	0.89	10.21	9.73	9.04	8.67	3.78
95th-Percentile Queue Length [ft/ln]	16.83	261.77	120.30	44.33	142.33	139.54	22.23	255.25	243.34	225.90	216.69	94.56

Movement, Approach, & Intersection Results

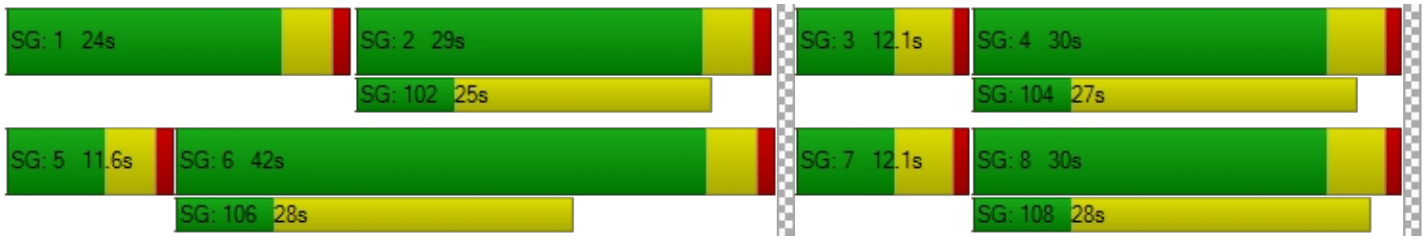
d_M, Delay for Movement [s/veh]	22.87	41.71	34.50	24.32	32.18	32.23	46.35	23.12	23.26	44.62	15.08	12.91
Movement LOS	C	D	C	C	C	C	D	C	C	D	B	B
d_A, Approach Delay [s/veh]	38.44			30.91			23.79			22.79		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	27.35											
Intersection LOS	C											
Intersection V/C	0.611											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
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]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersectio	2.552	2.382	2.379	2.677
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]	553	553	542	830
d_b, Bicycle Delay [s]	23.59	23.59	23.95	15.41
l_b,int, Bicycle LOS Score for Intersection	2.289	1.885	2.158	2.908
Bicycle LOS	B	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: SR-91 SB Off-Ramp (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

Intersection Setup

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn 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	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]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Base Volume Input [veh/h]	246	505	0	724	276	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	505	0	724	276	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	133	0	191	73	0
Total Analysis Volume [veh/h]	259	532	0	762	291	0
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	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	10	10	0
Maximum Green [s]	47	0	0	42	42	0
Amber [s]	4.0	0.0	0.0	5.0	5.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	51	0	0	59	59	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	15	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	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
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
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	C	C
C, Cycle Length [s]	110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	4.00	4.00
g_i, Effective Green Time [s]	24	24	75	75
g / C, Green / Cycle	0.22	0.22	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.15	0.19	0.21	0.08
s, saturation flow rate [veh/h]	1781	2813	3560	3560
c, Capacity [veh/h]	391	618	2421	2421
d1, Uniform Delay [s]	39.12	41.23	7.15	6.12
k, delay calibration	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.92	3.66	0.34	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.86	0.31	0.12
d, Delay for Lane Group [s/veh]	41.04	44.89	7.49	6.22
Lane Group LOS	D	D	A	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.49	7.11	3.34	1.09
50th-Percentile Queue Length [ft/ln]	162.17	177.74	83.49	27.21
95th-Percentile Queue Length [veh/ln]	10.66	11.48	6.01	1.96
95th-Percentile Queue Length [ft/ln]	266.60	287.06	150.28	48.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.04	44.89	0.00	7.49	6.22	0.00
Movement LOS	D	D		A	A	
d_A, Approach Delay [s/veh]	43.63		7.49		6.22	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	22.79					
Intersection LOS	C					
Intersection V/C	0.435					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	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]	44.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.366	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]	837	964	964
d_b, Bicycle Delay [s]	18.59	14.74	14.74
l_b,int, Bicycle LOS Score for Intersection	1.560	2.188	1.800
Bicycle LOS	A	B	A

Sequence

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

Intersection Level Of Service Report
Intersection 3: Mulberry St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	39.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.667

Intersection Setup

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn 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	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	178.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	121	455	121	0	0	0	358	659	0	0	159	204
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	455	121	0	0	0	358	659	0	0	159	204
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	32	120	32	0	0	0	94	173	0	0	42	0
Total Analysis Volume [veh/h]	127	479	127	0	0	0	377	694	0	0	167	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	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	34.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	7	10	0	0	10	0
Maximum Green [s]	0	45	0	0	0	0	30	42	0	0	42	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	5.0	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
Split [s]	0	45	0	0	0	0	29	65	0	0	36	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
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	0	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	
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	3.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C		L	C	C	R
C, Cycle Length [s]	110	110		110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00		5.00	6.00	6.00	6.00
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]	3.00	3.00		3.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	39	39		24	60	31	31
g / C, Green / Cycle	0.35	0.35		0.22	0.55	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.07	0.34		0.21	0.19	0.05	0.00
s, saturation flow rate [veh/h]	1781	1803		1781	3560	3560	1589
c, Capacity [veh/h]	626	634		389	1953	1014	453
d1, Uniform Delay [s]	24.92	34.85		42.68	13.94	29.54	0.00
k, delay calibration	0.11	0.32		0.27	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]	0.16	19.72		26.97	0.51	0.35	0.00
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	0.20	0.96		0.97	0.36	0.16	0.00
d, Delay for Lane Group [s/veh]	25.07	54.57		69.65	14.45	29.89	0.00
Lane Group LOS	C	D		E	B	C	A
Critical Lane Group	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.34	18.94		12.85	4.74	1.69	0.00
50th-Percentile Queue Length [ft/ln]	58.61	473.43		321.32	118.59	42.29	0.00
95th-Percentile Queue Length [veh/ln]	4.22	26.07		18.73	8.32	3.04	0.00
95th-Percentile Queue Length [ft/ln]	105.50	651.84		468.31	207.88	76.12	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.07	54.57	54.57	0.00	0.00	0.00	69.65	14.45	0.00	0.00	29.89	0.00
Movement LOS	C	D	D				E	B			C	A
d_A, Approach Delay [s/veh]	49.46			0.00			33.88			29.89		
Approach LOS	D			A			C			C		
d_I, Intersection Delay [s/veh]	39.33											
Intersection LOS	D											
Intersection V/C	0.667											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	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]	44.57	44.57	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.188	2.268	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]	727	0	1072	545
d_b, Bicycle Delay [s]	22.29	55.02	11.84	29.11
l_b,int, Bicycle LOS Score for Intersection	2.769	4.132	2.443	1.697
Bicycle LOS	C	D	B	A

Sequence

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

Intersection Level Of Service Report
Intersection 4: Vine St (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	35.4
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.039

Intersection Setup

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn 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	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	152.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	67	74	27	59	34	110	110	495	164	40	207	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	74	27	59	34	110	110	495	164	40	207	75
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	19	7	16	9	29	29	130	43	11	54	20
Total Analysis Volume [veh/h]	71	78	28	62	36	116	116	521	173	42	218	79
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	412	446	480	469	521	557	422	448	470
Degree of Utilization, x	0.17	0.24	0.45	0.25	1.04	0.31	0.10	0.33	0.32

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.61	0.92	2.27	0.97	15.27	1.32	0.33	1.43	1.34
95th-Percentile Queue Length [ft]	15.36	22.91	56.64	24.17	381.70	32.95	8.23	35.79	33.54
Approach Delay [s/veh]	13.26		16.43	54.21			14.00		
Approach LOS	B		C	F			B		
Intersection Delay [s/veh]	35.40								
Intersection LOS	E								

Intersection Level Of Service Report
Intersection 5: Commerce St (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	21.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn 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	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	220.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	54	14	7	11	39	14	13	503	69	3	192	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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	14	7	11	39	14	13	503	69	3	192	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	4	2	3	10	4	3	132	18	1	51	3
Total Analysis Volume [veh/h]	57	15	7	12	41	15	14	529	73	3	202	11
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	Yes		
Number of Storage Spaces in Median	0	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.05	0.01	0.02	0.10	0.02	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	21.10	20.00	13.70	12.55	14.61	9.99	7.67	0.00	0.00	8.72	0.00	0.00
Movement LOS	C	C	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.97	0.97	0.97	0.46	0.46	0.46	0.02	0.02	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	24.35	24.35	24.35	11.56	11.56	11.56	0.59	0.59	0.00	0.23	0.00	0.00
d_A, Approach Delay [s/veh]	20.24			13.23			0.17			0.12		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.69											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Park Ave (NS) at Mission Inn Ave (EW)

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):	0.688

Intersection Setup

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn 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	97.00	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]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	48	78	67	14	90	14	18	259	159	84	102	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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	78	67	14	90	14	18	259	159	84	102	24
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	21	18	4	24	4	5	68	42	22	27	6
Total Analysis Volume [veh/h]	51	82	71	15	95	15	19	273	167	88	107	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	615	586	562	640	536	593
Degree of Utilization, x	0.33	0.21	0.03	0.69	0.16	0.22

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.45	0.80	0.10	5.43	0.58	0.85
95th-Percentile Queue Length [ft]	36.20	20.06	2.62	135.83	14.58	21.18
Approach Delay [s/veh]	11.73	10.80	19.37		10.60	
Approach LOS	B	B	C		B	
Intersection Delay [s/veh]	14.85					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	40.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.139

Intersection Setup

Name	Commerce St		3rd St		3rd St	
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	132.00	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]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		3rd St		3rd St	
Base Volume Input [veh/h]	15	11	1128	44	12	448
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	11	1128	44	12	448
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	297	12	3	118
Total Analysis Volume [veh/h]	16	12	1187	46	13	472
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	0.14	0.03	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	40.56	17.56	0.00	0.00	11.57	0.00
Movement LOS	E	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.58	0.58	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	14.54	14.54	0.00	0.00	1.78	0.00
d_A, Approach Delay [s/veh]	30.70		0.00		0.31	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.58					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

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):	0.003

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	21	2	7	47	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	2	7	47	3	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	2	12	1	1
Total Analysis Volume [veh/h]	22	2	7	49	3	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.27	0.00	8.97	8.44
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.29	0.29	0.39	0.39
d_A, Approach Delay [s/veh]	0.00		0.91		8.76	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.11					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Commerce St (NS) at 6th St (EW)

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	Commerce St		Commerce St		6th Street	
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]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		6th Street	
Base Volume Input [veh/h]	24	0	3	48	2	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	0	3	48	2	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	1	13	1	0
Total Analysis Volume [veh/h]	25	0	3	51	2	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.27	0.00	8.93	8.43
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.13	0.13	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.40		8.93	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Project Dwy (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn 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	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			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	14	0	6	0	0	0	0	504	18	3	196	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	0	6	0	0	0	0	504	18	3	196	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	2	0	0	0	0	133	5	1	52	0
Total Analysis Volume [veh/h]	15	0	6	0	0	0	0	531	19	3	206	0
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	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.65	0.00	10.45	12.77	0.00	8.86	7.64	0.00	0.00	8.55	0.00	0.00
Movement LOS	C		B	B		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00
d_A, Approach Delay [s/veh]	14.16			10.82			0.00			0.12		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.41											
Intersection LOS	C											

BUILDOUT YEAR 2045

WITH PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: Lime St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	41.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	72.00	100.00	100.00	100.00	100.00	100.00	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]	35.00			35.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	30	139	65	47	271	5	13	318	116	683	599	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	5	0	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	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	139	65	47	271	5	13	323	116	697	608	193
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	37	17	12	71	1	3	85	31	183	160	51
Total Analysis Volume [veh/h]	32	146	68	49	285	5	14	340	122	734	640	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]	120
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]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.1	4.1	0.0	4.1	4.1	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	30	0	9	30	0	9	29	0	54	72	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	18	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]	3.1	3.1	0.0	3.1	3.1	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.10	5.10	5.10	5.10	5.10	5.10	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.10	3.10	0.00	3.10	3.10	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	22	12	12	22	13	13	3	34	34	49	81	81
g / C, Green / Cycle	0.19	0.10	0.10	0.19	0.11	0.11	0.02	0.28	0.28	0.41	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.02	0.08	0.04	0.03	0.08	0.08	0.01	0.13	0.13	0.41	0.34	0.13
s, saturation flow rate [veh/h]	1327	1870	1589	1407	1870	1859	1781	1870	1705	1781	1870	1589
c, Capacity [veh/h]	256	181	154	264	198	196	39	531	484	731	1257	1068
d1, Uniform Delay [s]	40.77	53.07	51.12	41.18	52.04	52.05	57.85	35.29	35.41	35.38	9.81	7.39
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.46	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	8.09	1.97	0.34	5.23	5.30	5.42	2.75	3.14	33.06	1.48	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.80	0.44	0.19	0.73	0.74	0.36	0.45	0.46	1.00	0.51	0.19
d, Delay for Lane Group [s/veh]	40.99	61.16	53.09	41.52	57.26	57.35	63.27	38.04	38.55	68.44	11.28	7.79
Lane Group LOS	D	E	D	D	E	E	E	D	D	F	B	A
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.80	4.68	2.00	1.23	4.49	4.48	0.48	6.22	5.87	27.19	8.11	1.93
50th-Percentile Queue Length [ft/ln]	19.94	117.05	50.05	30.86	112.31	112.02	12.04	155.56	146.77	679.78	202.84	48.36
95th-Percentile Queue Length [veh/ln]	1.44	8.23	3.60	2.22	7.97	7.95	0.87	10.31	9.84	35.86	12.79	3.48
95th-Percentile Queue Length [ft/ln]	35.90	205.77	90.09	55.54	199.20	198.81	21.67	257.83	246.11	896.55	319.63	87.05

Movement, Approach, & Intersection Results

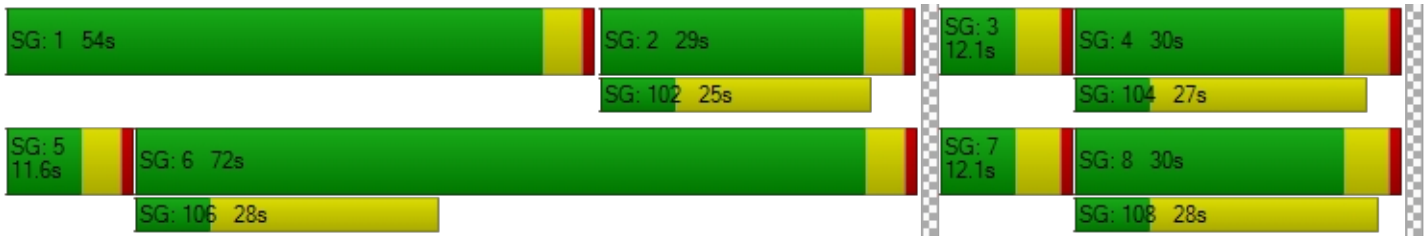
d_M, Delay for Movement [s/veh]	40.99	61.16	53.09	41.52	57.30	57.35	63.27	38.19	38.55	68.44	11.28	7.79
Movement LOS	D	E	D	D	E	E	E	D	D	F	B	A
d_A, Approach Delay [s/veh]	56.30			55.02			39.02			37.44		
Approach LOS	E			E			D			D		
d_I, Intersection Delay [s/veh]	41.74											
Intersection LOS	D											
Intersection V/C	0.745											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
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]	49.51	49.51	49.51	49.51
l_p,int, Pedestrian LOS Score for Intersectio	2.629	2.344	2.385	2.784
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]	415	415	407	1123
d_b, Bicycle Delay [s]	37.69	37.69	38.09	11.53
l_b,int, Bicycle LOS Score for Intersection	1.966	1.839	1.952	4.162
Bicycle LOS	A	A	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 2: SR-91 SB Off-Ramp (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	26.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn 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	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]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Base Volume Input [veh/h]	276	958	0	444	431	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	6	0	0	5	23	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	0	0	0	0	0
Total Hourly Volume [veh/h]	282	958	0	449	454	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	252	0	118	119	0
Total Analysis Volume [veh/h]	297	1008	0	473	478	0
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	1 - Coordination Group
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	10	10	0
Maximum Green [s]	47	0	0	42	42	0
Amber [s]	4.0	0.0	0.0	5.0	5.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	80	0	0	35	35	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	15	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	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
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
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	C	C
C, Cycle Length [s]	115	115	115	115
L, Total Lost Time per Cycle [s]	5.00	5.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	4.00	4.00
g_i, Effective Green Time [s]	46	46	58	58
g / C, Green / Cycle	0.40	0.40	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.17	0.36	0.13	0.13
s, saturation flow rate [veh/h]	1781	2813	3560	3560
c, Capacity [veh/h]	709	1119	1803	1803
d1, Uniform Delay [s]	25.00	32.46	16.14	16.17
k, delay calibration	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.40	2.95	0.35	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.90	0.26	0.27
d, Delay for Lane Group [s/veh]	25.39	35.41	16.49	16.53
Lane Group LOS	C	D	B	B
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	5.82	13.11	3.54	3.58
50th-Percentile Queue Length [ft/ln]	145.46	327.69	88.52	89.61
95th-Percentile Queue Length [veh/ln]	9.77	19.04	6.37	6.45
95th-Percentile Queue Length [ft/ln]	244.35	476.12	159.34	161.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.39	35.41	0.00	16.49	16.53	0.00
Movement LOS	C	D		B	B	
d_A, Approach Delay [s/veh]	33.13		16.49		16.53	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	26.12					
Intersection LOS	C					
Intersection V/C	0.529					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	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]	47.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.514	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]	1305	505	505
d_b, Bicycle Delay [s]	6.94	32.13	32.13
l_b,int, Bicycle LOS Score for Intersection	1.560	1.950	1.954
Bicycle LOS	A	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 3: Mulberry St (NS) at Mission Inn Ave (EW)

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):	0.439

Intersection Setup

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn 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	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	178.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	170	196	47	0	0	0	271	463	0	0	270	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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	8	0	0	0	0	11	0	0	23	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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	196	55	0	0	0	271	474	0	0	293	140
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	45	52	14	0	0	0	71	125	0	0	77	0
Total Analysis Volume [veh/h]	179	206	58	0	0	0	285	499	0	0	308	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	1 - Coordination Group
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	29.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	7	10	0	0	10	0
Maximum Green [s]	0	45	0	0	0	0	30	42	0	0	42	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	5.0	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
Split [s]	0	38	0	0	0	0	41	77	0	0	36	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
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	0	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	
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	3.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C		L	C	C	R
C, Cycle Length [s]	115	115		115	115	115	115
L, Total Lost Time per Cycle [s]	5.00	5.00		5.00	6.00	6.00	6.00
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]	3.00	3.00		3.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	19	19		21	85	59	59
g / C, Green / Cycle	0.17	0.17		0.18	0.74	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.10	0.15		0.16	0.14	0.09	0.00
s, saturation flow rate [veh/h]	1781	1800		1781	3560	3560	1589
c, Capacity [veh/h]	301	304		319	2619	1826	815
d1, Uniform Delay [s]	44.18	46.57		46.14	4.68	14.95	0.00
k, delay calibration	0.11	0.11		0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.88	7.48		8.59	0.16	0.20	0.00
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	0.87		0.89	0.19	0.17	0.00
d, Delay for Lane Group [s/veh]	46.06	54.05		54.72	4.84	15.15	0.00
Lane Group LOS	D	D		D	A	B	A
Critical Lane Group	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.87	7.96		8.61	1.61	2.15	0.00
50th-Percentile Queue Length [ft/ln]	121.75	198.96		215.16	40.16	53.72	0.00
95th-Percentile Queue Length [veh/ln]	8.49	12.58		13.42	2.89	3.87	0.00
95th-Percentile Queue Length [ft/ln]	212.22	314.62		335.44	72.28	96.69	0.00

Movement, Approach, & Intersection Results

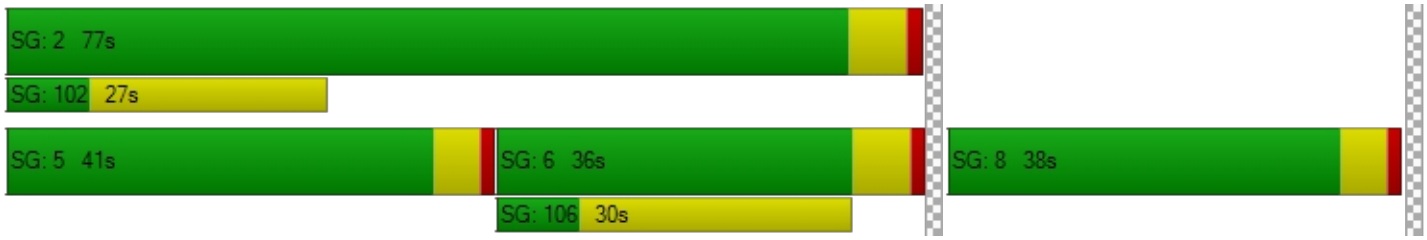
d_M, Delay for Movement [s/veh]	46.06	54.05	54.05	0.00	0.00	0.00	54.72	4.84	0.00	0.00	15.15	0.00
Movement LOS	D	D	D				D	A			B	A
d_A, Approach Delay [s/veh]	50.82			0.00			22.98			15.15		
Approach LOS	D			A			C			B		
d_I, Intersection Delay [s/veh]	29.44											
Intersection LOS	C											
Intersection V/C	0.439											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	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]	47.04	47.04	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.096	1.914	0.000	0.000
Crosswalk LOS	B	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]	574	0	1234	522
d_b, Bicycle Delay [s]	29.25	57.52	8.43	31.43
l_b,int, Bicycle LOS Score for Intersection	2.291	4.132	2.206	1.814
Bicycle LOS	B	D	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 4: Vine St (NS) at Mission Inn Ave (EW)

Control Type:	All-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):	0.526

Intersection Setup

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn 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	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	152.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	38	65	48	25	28	72	119	247	184	39	303	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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	19	0	0	35	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	65	48	25	28	72	119	266	184	39	338	51
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	17	13	7	7	19	31	70	48	10	89	13
Total Analysis Volume [veh/h]	40	68	51	26	29	76	125	280	194	41	356	54
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	459	508	526	495	532	595	481	516	530
Degree of Utilization, x	0.09	0.23	0.25	0.25	0.53	0.33	0.09	0.40	0.39

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.28	0.90	0.98	0.99	3.04	1.41	0.28	1.89	1.81
95th-Percentile Queue Length [ft]	7.12	22.51	24.38	24.77	75.89	35.34	6.95	47.21	45.34
Approach Delay [s/veh]	11.77		12.09	14.18			13.69		
Approach LOS	B		B	B			B		
Intersection Delay [s/veh]	13.52								
Intersection LOS	B								

Intersection Level Of Service Report
Intersection 5: Commerce St (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn 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	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	220.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	37	10	9	10	22	8	7	183	22	20	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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	3	3	12	0	19	0	0	23	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	1	0	0	0	0
Total Hourly Volume [veh/h]	37	12	9	13	25	20	7	203	22	20	318	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	3	2	3	7	5	2	53	6	5	84	3
Total Analysis Volume [veh/h]	39	13	9	14	26	21	7	214	23	21	335	11
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	Yes		
Number of Storage Spaces in Median	0	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.03	0.01	0.03	0.05	0.02	0.01	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	14.21	15.25	10.03	12.25	12.57	9.95	7.98	0.00	0.00	7.76	0.00	0.00
Movement LOS	B	C	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.44	0.44	0.33	0.33	0.33	0.01	0.01	0.00	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.11	11.11	11.11	8.34	8.34	8.34	0.29	0.29	0.00	1.21	0.00	0.00
d_A, Approach Delay [s/veh]	13.81			11.59			0.23			0.44		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.41											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Park Ave (NS) at Mission Inn Ave (EW)

Control Type:	All-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):	0.277

Intersection Setup

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn 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	97.00	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]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	47	92	48	23	58	28	15	99	64	63	116	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	9	0	0	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	4	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	92	48	23	58	32	15	108	64	63	121	23
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	24	13	6	15	8	4	28	17	17	32	6
Total Analysis Volume [veh/h]	49	97	51	24	61	34	16	114	67	66	127	24
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	711	697	584	667	588	653
Degree of Utilization, x	0.28	0.17	0.03	0.27	0.11	0.23

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.13	0.61	0.08	1.10	0.38	0.89
95th-Percentile Queue Length [ft]	28.26	15.30	2.11	27.42	9.43	22.22
Approach Delay [s/veh]	10.00	9.22	10.01		9.78	
Approach LOS	A	A	B		A	
Intersection Delay [s/veh]	9.81					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Commerce St		3rd St		3rd St	
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	132.00	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]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		3rd St		3rd St	
Base Volume Input [veh/h]	7	9	410	19	13	417
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	0	2	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	12	410	21	15	417
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	108	6	4	110
Total Analysis Volume [veh/h]	11	13	432	22	16	439
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.04	9.98	0.00	0.00	8.31	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	3.64	3.64	0.00	0.00	1.10	0.00
d_A, Approach Delay [s/veh]	12.30		0.00		0.29	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

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):	0.022

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	15	2	0	37	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	4	0	18	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	6	4	37	20	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	1	10	5	2
Total Analysis Volume [veh/h]	16	6	4	39	21	7
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	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.26	0.00	8.95	8.51
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.17	0.17	2.24	2.24
d_A, Approach Delay [s/veh]	0.00		0.68		8.84	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.97					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Commerce St (NS) at 6th St (EW)

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

Intersection Setup

Name	Commerce St		Commerce St		6th Street	
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]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		6th Street	
Base Volume Input [veh/h]	17	0	1	38	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	18	0	0
Diverted Trips [veh/h]	0	0	-1	0	-4	0
Pass-by Trips [veh/h]	0	0	0	0	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]	21	0	0	56	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	0	15	0	0
Total Analysis Volume [veh/h]	22	0	0	59	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.26	0.00	8.91	8.41
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.66	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Project Dwy (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn 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	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			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	7	0	7	0	0	0	0	195	9	4	315	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	6	0	23	19	3	0	0	2	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	7	6	0	23	19	198	9	4	317	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	2	0	6	5	52	2	1	83	1
Total Analysis Volume [veh/h]	7	0	7	6	0	24	20	208	9	4	334	3
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	0.01	0.00	0.01	0.01	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.52	0.00	9.02	13.25	0.00	9.47	8.00	0.00	0.00	7.67	0.00	0.00
Movement LOS	B		A	B		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.00	0.07	0.13	0.00	0.13	0.05	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.68	0.00	1.68	3.26	0.00	3.26	1.25	0.00	0.00	0.22	0.00	0.00
d_A, Approach Delay [s/veh]	10.77			10.23			0.68			0.09		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.04											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 11: Project Dwy (NS) at 5th St (EW)

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):	0.025

Intersection Setup

Name	Project Dwy		5th St		5th St	
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]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy		5th St		5th St	
Base Volume Input [veh/h]	0	0	2	0	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	24	6	0	8	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	1	0	0	0
Total Hourly Volume [veh/h]	24	6	3	8	3	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	1	2	1	1
Total Analysis Volume [veh/h]	25	6	3	8	3	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	0.02	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.71	8.46	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.36	2.36	0.00	0.00	0.13	0.13
d_A, Approach Delay [s/veh]	8.66		0.00		3.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.05					
Intersection LOS	A					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: Lime St (NS) at Mission Inn Ave (EW)

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):	0.619

Intersection Setup

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	72.00	100.00	100.00	100.00	100.00	100.00	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]	35.00			35.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	24	268	128	61	283	30	19	534	136	216	381	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	7	0	7	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	268	128	61	283	30	19	541	136	223	384	180
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	71	34	16	74	8	5	142	36	59	101	47
Total Analysis Volume [veh/h]	25	282	135	64	298	32	20	569	143	235	404	189
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
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]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.1	4.1	0.0	4.1	4.1	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	30	0	9	30	0	9	29	0	24	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	18	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]	3.1	3.1	0.0	3.1	3.1	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.10	5.10	5.10	5.10	5.10	5.10	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.10	3.10	0.00	3.10	3.10	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	27	16	16	27	18	18	3	35	35	14	46	46
g / C, Green / Cycle	0.30	0.18	0.18	0.30	0.20	0.20	0.03	0.39	0.39	0.15	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.08	0.05	0.09	0.09	0.01	0.20	0.20	0.13	0.22	0.12
s, saturation flow rate [veh/h]	1226	1870	1589	1235	1870	1807	1781	1870	1742	1781	1870	1589
c, Capacity [veh/h]	402	334	284	346	382	369	57	726	676	276	956	812
d1, Uniform Delay [s]	22.81	35.84	33.26	24.06	31.36	31.39	42.73	21.01	21.03	37.11	13.75	12.24
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	5.86	1.24	0.26	0.79	0.83	3.62	2.52	2.72	7.34	1.37	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	0.06	0.85	0.48	0.19	0.44	0.44	0.35	0.51	0.51	0.85	0.42	0.23
d, Delay for Lane Group [s/veh]	22.87	41.71	34.50	24.32	32.15	32.23	46.35	23.52	23.75	44.45	15.13	12.91
Lane Group LOS	C	D	C	C	C	C	D	C	C	D	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.37	6.34	2.67	0.99	3.16	3.10	0.49	6.29	5.92	5.45	5.05	2.10
50th-Percentile Queue Length [ft/ln]	9.35	158.53	66.83	24.63	79.07	77.52	12.35	157.13	148.06	136.26	126.23	52.53
95th-Percentile Queue Length [veh/ln]	0.67	10.47	4.81	1.77	5.69	5.58	0.89	10.40	9.91	9.28	8.73	3.78
95th-Percentile Queue Length [ft/ln]	16.83	261.77	120.30	44.33	142.33	139.54	22.23	259.92	247.84	231.98	218.36	94.56

Movement, Approach, & Intersection Results

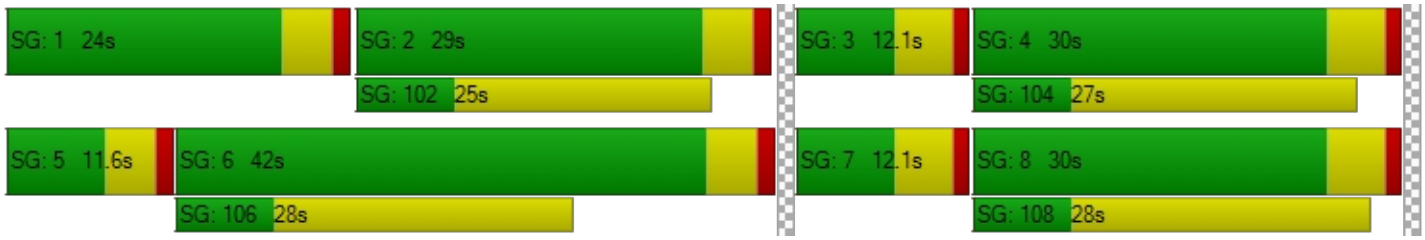
d_M, Delay for Movement [s/veh]	22.87	41.71	34.50	24.32	32.18	32.23	46.35	23.60	23.75	44.45	15.13	12.91
Movement LOS	C	D	C	C	C	C	D	C	C	D	B	B
d_A, Approach Delay [s/veh]	38.44			30.91			24.25			22.94		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	27.51											
Intersection LOS	C											
Intersection V/C	0.619											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
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]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersectio	2.554	2.382	2.381	2.681
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]	553	553	542	830
d_b, Bicycle Delay [s]	23.59	23.59	23.95	15.41
l_b,int, Bicycle LOS Score for Intersection	2.289	1.885	2.164	2.926
Bicycle LOS	B	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: SR-91 SB Off-Ramp (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.437

Intersection Setup

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn 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	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]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Base Volume Input [veh/h]	246	505	0	724	276	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	10	0	0	7	10	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	0	0	0	0	0
Total Hourly Volume [veh/h]	256	505	0	731	286	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	133	0	192	75	0
Total Analysis Volume [veh/h]	269	532	0	769	301	0
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	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	10	10	0
Maximum Green [s]	47	0	0	42	42	0
Amber [s]	4.0	0.0	0.0	5.0	5.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	51	0	0	59	59	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	15	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	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
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
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	C	C
C, Cycle Length [s]	110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	4.00	4.00
g_i, Effective Green Time [s]	24	24	75	75
g / C, Green / Cycle	0.22	0.22	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.15	0.19	0.22	0.08
s, saturation flow rate [veh/h]	1781	2813	3560	3560
c, Capacity [veh/h]	392	619	2421	2421
d1, Uniform Delay [s]	39.36	41.21	7.18	6.15
k, delay calibration	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.14	3.64	0.35	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.86	0.32	0.12
d, Delay for Lane Group [s/veh]	41.50	44.84	7.53	6.25
Lane Group LOS	D	D	A	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.79	7.11	3.38	1.13
50th-Percentile Queue Length [ft/ln]	169.87	177.64	84.55	28.26
95th-Percentile Queue Length [veh/ln]	11.07	11.48	6.09	2.03
95th-Percentile Queue Length [ft/ln]	276.75	286.93	152.19	50.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.50	44.84	0.00	7.53	6.25	0.00
Movement LOS	D	D		A	A	
d_A, Approach Delay [s/veh]	43.72		7.53		6.25	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	22.82					
Intersection LOS	C					
Intersection V/C	0.437					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	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]	44.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.368	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]	837	964	964
d_b, Bicycle Delay [s]	18.59	14.74	14.74
l_b,int, Bicycle LOS Score for Intersection	1.560	2.194	1.808
Bicycle LOS	A	B	A

Sequence

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

Intersection Level Of Service Report
Intersection 3: Mulberry St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	39.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.680

Intersection Setup

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn 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	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	178.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	121	455	121	0	0	0	358	659	0	0	159	204
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	12	0	0	0	0	17	0	0	10	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	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	455	133	0	0	0	358	676	0	0	169	209
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	32	120	35	0	0	0	94	178	0	0	44	0
Total Analysis Volume [veh/h]	127	479	140	0	0	0	377	712	0	0	178	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	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	34.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	7	10	0	0	10	0
Maximum Green [s]	0	45	0	0	0	0	30	42	0	0	42	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	5.0	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
Split [s]	0	45	0	0	0	0	29	65	0	0	36	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
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	0	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	
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	3.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C		L	C	C	R
C, Cycle Length [s]	110	110		110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00		5.00	6.00	6.00	6.00
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]	3.00	3.00		3.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	39	39		24	60	31	31
g / C, Green / Cycle	0.36	0.36		0.22	0.54	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.07	0.34		0.21	0.20	0.05	0.00
s, saturation flow rate [veh/h]	1781	1798		1781	3560	3560	1589
c, Capacity [veh/h]	638	644		389	1929	991	442
d1, Uniform Delay [s]	24.41	34.57		42.68	14.44	30.19	0.00
k, delay calibration	0.11	0.33		0.27	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]	0.15	20.99		26.97	0.54	0.40	0.00
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	0.20	0.96		0.97	0.37	0.18	0.00
d, Delay for Lane Group [s/veh]	24.56	55.56		69.65	14.99	30.58	0.00
Lane Group LOS	C	E		E	B	C	A
Critical Lane Group	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.32	19.56		12.85	4.99	1.83	0.00
50th-Percentile Queue Length [ft/ln]	57.90	488.92		321.32	124.78	45.74	0.00
95th-Percentile Queue Length [veh/ln]	4.17	26.81		18.73	8.65	3.29	0.00
95th-Percentile Queue Length [ft/ln]	104.23	670.24		468.31	216.37	82.34	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.56	55.56	55.56	0.00	0.00	0.00	69.65	14.99	0.00	0.00	30.58	0.00
Movement LOS	C	E	E				E	B			C	A
d_A, Approach Delay [s/veh]	50.28			0.00			33.91			30.58		
Approach LOS	D			A			C			C		
d_I, Intersection Delay [s/veh]	39.68											
Intersection LOS	D											
Intersection V/C	0.680											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	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]	44.57	44.57	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.192	2.268	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]	727	0	1072	545
d_b, Bicycle Delay [s]	22.29	55.02	11.84	29.11
l_b,int, Bicycle LOS Score for Intersection	2.791	4.132	2.458	1.706
Bicycle LOS	C	D	B	A

Sequence

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

Intersection Level Of Service Report
Intersection 4: Vine St (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	43.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.109

Intersection Setup

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn 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	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	152.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	67	74	27	59	34	110	110	495	164	40	207	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	29	0	0	15	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]	67	74	27	59	34	110	110	524	164	40	222	75
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	19	7	16	9	29	29	138	43	11	58	20
Total Analysis Volume [veh/h]	71	78	28	62	36	116	116	552	173	42	234	79
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	410	443	478	465	552	552	422	448	468
Degree of Utilization, x	0.17	0.24	0.45	0.25	1.11	0.31	0.10	0.35	0.33

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.62	0.92	2.28	0.97	18.16	1.33	0.33	1.55	1.45
95th-Percentile Queue Length [ft]	15.45	23.06	56.99	24.36	454.02	33.29	8.24	38.66	36.31
Approach Delay [s/veh]	13.33		16.52	69.42			14.31		
Approach LOS	B		C	F			B		
Intersection Delay [s/veh]	43.71								
Intersection LOS	E								

Intersection Level Of Service Report
Intersection 5: Commerce St (NS) at Mission Inn Ave (EW)

Control Type:	Two-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):	0.211

Intersection Setup

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn 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	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	220.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	54	14	7	11	39	14	13	503	69	3	192	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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	1	1	5	0	29	0	0	10	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	3	0	0	0	0
Total Hourly Volume [veh/h]	54	16	7	12	40	19	13	535	69	3	202	12
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	4	2	3	11	5	3	141	18	1	53	3
Total Analysis Volume [veh/h]	57	17	7	13	42	20	14	563	73	3	213	13
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	Yes		
Number of Storage Spaces in Median	0	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.06	0.01	0.02	0.10	0.02	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	22.99	21.60	14.69	12.93	15.07	10.17	7.70	0.00	0.00	8.83	0.00	0.00
Movement LOS	C	C	B	B	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.10	1.10	1.10	0.52	0.52	0.52	0.02	0.02	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	27.61	27.61	27.61	13.00	13.00	13.00	0.59	0.59	0.00	0.24	0.00	0.00
d_A, Approach Delay [s/veh]	21.98			13.39			0.17			0.12		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.82											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Park Ave (NS) at Mission Inn Ave (EW)

Control Type:	All-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):	0.696

Intersection Setup

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn 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	97.00	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]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	48	78	67	14	90	14	18	259	159	84	102	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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	3	0	0	7	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	2	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	78	67	14	90	16	18	262	159	84	109	24
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	21	18	4	24	4	5	69	42	22	29	6
Total Analysis Volume [veh/h]	51	82	71	15	95	17	19	276	167	88	115	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	611	583	560	636	534	589
Degree of Utilization, x	0.33	0.22	0.03	0.70	0.16	0.24

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.46	0.82	0.11	5.58	0.59	0.92
95th-Percentile Queue Length [ft]	36.56	20.59	2.63	139.62	14.64	22.97
Approach Delay [s/veh]	11.82	10.89	19.83		10.72	
Approach LOS	B	B	C		B	
Intersection Delay [s/veh]	15.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 7: Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	41.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.150

Intersection Setup

Name	Commerce St		3rd St		3rd St	
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	132.00	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]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		3rd St		3rd St	
Base Volume Input [veh/h]	15	11	1128	44	12	448
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	0	2	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	12	1128	46	14	448
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	297	12	4	118
Total Analysis Volume [veh/h]	17	13	1187	48	15	472
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	0.15	0.03	0.01	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	41.33	17.98	0.00	0.00	11.61	0.00
Movement LOS	E	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.63	0.63	0.00	0.00	0.08	0.00
95th-Percentile Queue Length [ft/ln]	15.83	15.83	0.00	0.00	2.06	0.00
d_A, Approach Delay [s/veh]	31.21		0.00		0.36	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

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):	0.012

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	21	2	7	47	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	4	0	7	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]	21	6	11	47	10	4
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	3	12	3	1
Total Analysis Volume [veh/h]	22	6	12	49	11	4
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	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.28	0.00	9.09	8.49
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.50	0.50	1.23	1.23
d_A, Approach Delay [s/veh]	0.00		1.43		8.93	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Commerce St (NS) at 6th St (EW)

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

Intersection Setup

Name	Commerce St		Commerce St		6th Street	
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]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		6th Street	
Base Volume Input [veh/h]	24	0	3	48	2	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	7	0	0
Diverted Trips [veh/h]	0	0	-3	0	-2	0
Pass-by Trips [veh/h]	0	0	0	0	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]	28	0	0	55	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	0	14	0	0
Total Analysis Volume [veh/h]	29	0	0	58	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.27	0.00	8.94	8.44
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.69	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Project Dwy (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	17.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

Intersection Setup

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn 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	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			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	14	0	6	0	0	0	0	504	18	3	196	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	2	0	10	29	1	0	0	2	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]	14	0	6	2	0	10	29	505	18	3	198	5
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	2	1	0	3	8	133	5	1	52	1
Total Analysis Volume [veh/h]	15	0	6	2	0	11	31	532	19	3	208	5
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	0.01	0.00	0.00	0.01	0.02	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.33	0.00	10.58	13.96	0.00	8.96	7.72	0.00	0.00	8.56	0.00	0.00
Movement LOS	C		B	B		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.00	0.18	0.05	0.00	0.05	0.07	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.53	0.00	4.53	1.28	0.00	1.28	1.76	0.00	0.00	0.22	0.00	0.00
d_A, Approach Delay [s/veh]	15.40			9.73			0.41			0.12		
Approach LOS	C			A			A			A		
d_I, Intersection Delay [s/veh]	0.86											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 11: Project Dwy (NS) at 5th St (EW)

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):	0.009

Intersection Setup

Name	Project Dwy		5th St		5th St	
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]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy		5th St		5th St	
Base Volume Input [veh/h]	0	0	2	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	2	0	8	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	2	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	3	0	0	0
Total Hourly Volume [veh/h]	9	2	5	10	5	5
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	3	1	1
Total Analysis Volume [veh/h]	9	2	5	11	5	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.69	8.40	0.00	0.00	7.25	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.83	0.83	0.00	0.00	0.21	0.21
d_A, Approach Delay [s/veh]	8.64		0.00		3.63	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.55					
Intersection LOS	A					

THIRD STREET GRADE SEPARATION /COMMERCE STREET RELOCATION PROJECT

EXISTING

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	1	14	0	1	36	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	14	0	1	36	0
Peak Hour Factor	0.7647	0.7647	0.7647	0.7647	0.7647	0.7647
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	0	0	12	0
Total Analysis Volume [veh/h]	1	18	0	1	47	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	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]	7.31	0.00	8.84	9.27	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.92	0.92	0.09	0.09	0.00	0.00
d_A, Approach Delay [s/veh]	0.38		9.27		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: New Commerce St (NS) at 5th St (EW)

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):	0.035

Intersection Setup

Name	New Commerce St		5th St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	New Commerce St		5th St		5th St	
Base Volume Input [veh/h]	0	35	13	2	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	35	13	2	2	1
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	4	1	1	0
Total Analysis Volume [veh/h]	0	38	14	2	2	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.82	8.45	7.24	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.73	2.73	0.59	0.59	0.00	0.00
d_A, Approach Delay [s/veh]	8.45		6.33		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.41					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: New Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name			3rd St		3rd St	
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	1	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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			3rd St		3rd St	
Base Volume Input [veh/h]	7	9	371	17	12	377
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	9	371	17	12	377
Peak Hour Factor	0.8295	0.8295	0.8295	0.8295	0.8295	0.8295
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	112	5	4	114
Total Analysis Volume [veh/h]	8	11	447	20	14	454
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	0.02	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.16	9.75	0.00	0.00	8.34	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.04	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	1.69	1.09	0.00	0.00	0.97	0.00
d_A, Approach Delay [s/veh]	12.03		0.00		0.25	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	C					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	2	20	0	2	48	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	20	0	2	48	0
Peak Hour Factor	0.8333	0.8333	0.8333	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	0	1	14	0
Total Analysis Volume [veh/h]	2	24	0	2	58	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	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]	7.33	0.00	8.94	9.33	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.28	1.28	0.18	0.18	0.00	0.00
d_A, Approach Delay [s/veh]	0.56		9.33		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: New Commerce St (NS) at 5th St (EW)

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):	0.008

Intersection Setup

Name	New Commerce St		5th St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	New Commerce St		5th St		5th St	
Base Volume Input [veh/h]	7	48	20	2	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	48	20	2	3	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	13	5	1	1	1
Total Analysis Volume [veh/h]	8	52	22	2	3	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	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.01	8.54	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.50	4.50	0.95	0.95	0.00	0.00
d_A, Approach Delay [s/veh]	8.60		6.65		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.59					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: New Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	39.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.124

Intersection Setup

Name			3rd St		3rd St	
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	1	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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			3rd St		3rd St	
Base Volume Input [veh/h]	14	11	1068	42	12	421
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	11	1068	42	12	421
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	291	11	3	115
Total Analysis Volume [veh/h]	15	12	1163	46	13	459
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	0.12	0.03	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	39.08	13.39	0.00	0.00	11.43	0.00
Movement LOS	E	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.41	0.08	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	10.34	2.09	0.00	0.00	1.74	0.00
d_A, Approach Delay [s/veh]	27.66		0.00		0.31	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	E					

THIRD STREET GRADE SEPARATION /COMMERCE STREET RELOCATION PROJECT

EXISTING PLUS PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	1	14	0	1	36	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	18	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	18	0	1	54	0
Peak Hour Factor	0.7647	0.7647	0.7647	0.7647	0.7647	0.7647
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	0	0	18	0
Total Analysis Volume [veh/h]	1	24	0	1	71	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	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]	7.36	0.00	8.99	9.40	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.25	1.25	0.09	0.09	0.00	0.00
d_A, Approach Delay [s/veh]	0.29		9.40		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.17					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: New Commerce St (NS) at 5th St (EW)

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):	0.005

Intersection Setup

Name	New Commerce St		5th St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	New Commerce St		5th St		5th St	
Base Volume Input [veh/h]	0	35	13	2	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	4	18	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	1	0	0	0	0	0
Total Hourly Volume [veh/h]	5	35	13	6	20	7
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	10	4	2	5	2
Total Analysis Volume [veh/h]	5	38	14	7	22	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	0.01	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.99	8.58	7.29	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.25	3.25	0.59	0.59	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		4.86		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.03					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: New Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name			3rd St		3rd St	
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	1	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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			3rd St		3rd St	
Base Volume Input [veh/h]	7	9	371	17	12	377
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	0	2	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	12	371	19	14	377
Peak Hour Factor	0.8295	0.8295	0.8295	0.8295	0.8295	0.8295
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	112	6	4	114
Total Analysis Volume [veh/h]	12	14	447	23	17	454
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	0.03	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	15.42	9.78	0.00	0.00	8.36	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.06	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	2.60	1.39	0.00	0.00	1.19	0.00
d_A, Approach Delay [s/veh]	12.39		0.00		0.30	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	C					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	2	20	0	2	48	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	24	0	2	55	0
Peak Hour Factor	0.8333	0.8333	0.8333	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	7	0	1	17	0
Total Analysis Volume [veh/h]	2	29	0	2	66	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	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]	7.35	0.00	9.00	9.38	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.54	1.54	0.18	0.18	0.00	0.00
d_A, Approach Delay [s/veh]	0.47		9.38		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: New Commerce St (NS) at 5th St (EW)

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):	0.016

Intersection Setup

Name	New Commerce St		5th St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	New Commerce St		5th St		5th St	
Base Volume Input [veh/h]	7	48	20	2	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	4	7	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]	3	0	0	0	0	0
Total Hourly Volume [veh/h]	14	48	20	6	10	4
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	13	5	2	3	1
Total Analysis Volume [veh/h]	15	52	22	7	11	4
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	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.12	8.61	7.27	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.19	5.19	0.93	0.93	0.00	0.00
d_A, Approach Delay [s/veh]	8.73		5.52		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.71					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: New Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	39.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.134

Intersection Setup

Name			3rd St		3rd St	
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	1	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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			3rd St		3rd St	
Base Volume Input [veh/h]	14	11	1068	42	12	421
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	0	2	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	12	1068	44	14	421
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	291	12	4	115
Total Analysis Volume [veh/h]	16	13	1163	48	15	459
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	0.13	0.03	0.01	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	39.84	13.42	0.00	0.00	11.47	0.00
Movement LOS	E	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.45	0.09	0.00	0.00	0.08	0.00
95th-Percentile Queue Length [ft/ln]	11.24	2.28	0.00	0.00	2.02	0.00
d_A, Approach Delay [s/veh]	28.00		0.00		0.36	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	E					

THIRD STREET GRADE SEPARATION /COMMERCE STREET RELOCATION PROJECT

OPENING YEAR (2026)

WITHOUT PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	1	14	0	1	36	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	15	0	1	37	0
Peak Hour Factor	0.7647	0.7647	0.7647	0.7647	0.7647	0.7647
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	0	0	12	0
Total Analysis Volume [veh/h]	1	20	0	1	48	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	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]	7.31	0.00	8.85	9.27	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.02	1.02	0.09	0.09	0.00	0.00
d_A, Approach Delay [s/veh]	0.35		9.27		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: New Commerce St (NS) at 5th St (EW)

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):	0.036

Intersection Setup

Name	New Commerce St		5th St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	New Commerce St		5th St		5th St	
Base Volume Input [veh/h]	0	35	13	2	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	36	14	2	2	1
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	4	1	1	0
Total Analysis Volume [veh/h]	0	39	15	2	2	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.84	8.45	7.24	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.80	2.80	0.63	0.63	0.00	0.00
d_A, Approach Delay [s/veh]	8.45		6.39		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.43					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: New Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name			3rd St		3rd St	
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	1	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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			3rd St		3rd St	
Base Volume Input [veh/h]	7	9	371	17	12	377
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	0	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
Total Hourly Volume [veh/h]	7	9	390	18	12	397
Peak Hour Factor	0.8295	0.8295	0.8295	0.8295	0.8295	0.8295
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	118	5	4	120
Total Analysis Volume [veh/h]	8	11	470	22	14	479
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	0.02	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.74	9.84	0.00	0.00	8.42	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.04	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	1.79	1.11	0.00	0.00	1.00	0.00
d_A, Approach Delay [s/veh]	12.32		0.00		0.24	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	C					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	2	20	0	2	48	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	21	0	2	50	0
Peak Hour Factor	0.8333	0.8333	0.8333	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	0	1	15	0
Total Analysis Volume [veh/h]	2	25	0	2	60	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	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]	7.34	0.00	8.95	9.34	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.33	1.33	0.18	0.18	0.00	0.00
d_A, Approach Delay [s/veh]	0.54		9.34		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: New Commerce St (NS) at 5th St (EW)

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):	0.008

Intersection Setup

Name	New Commerce St		5th St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	New Commerce St		5th St		5th St	
Base Volume Input [veh/h]	7	48	20	2	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	50	21	2	3	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	14	6	1	1	1
Total Analysis Volume [veh/h]	8	54	23	2	3	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	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.03	8.55	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.19	0.19	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.65	4.65	1.00	1.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.61		6.67		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.61					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: New Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	43.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.147

Intersection Setup

Name			3rd St		3rd St	
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	1	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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			3rd St		3rd St	
Base Volume Input [veh/h]	14	11	1068	42	12	421
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	11	1117	44	12	444
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	304	12	3	121
Total Analysis Volume [veh/h]	16	12	1217	48	13	484
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	0.15	0.03	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	43.80	13.76	0.00	0.00	11.76	0.00
Movement LOS	E	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.50	0.09	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	12.43	2.19	0.00	0.00	1.83	0.00
d_A, Approach Delay [s/veh]	30.93		0.00		0.31	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	E					

THIRD STREET GRADE SEPARATION /COMMERCE STREET RELOCATION PROJECT

OPENING YEAR (2026)

WITH PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	1	14	0	1	36	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	18	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	19	0	1	55	0
Peak Hour Factor	0.7647	0.7647	0.7647	0.7647	0.7647	0.7647
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	0	0	18	0
Total Analysis Volume [veh/h]	1	25	0	1	72	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	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]	7.36	0.00	9.00	9.40	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.30	1.30	0.09	0.09	0.00	0.00
d_A, Approach Delay [s/veh]	0.28		9.40		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.17					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: New Commerce St (NS) at 5th St (EW)

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):	0.005

Intersection Setup

Name	New Commerce St		5th St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	New Commerce St		5th St		5th St	
Base Volume Input [veh/h]	0	35	13	2	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	4	18	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	1	0	0	0	0	0
Total Hourly Volume [veh/h]	5	36	14	6	20	7
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	10	4	2	5	2
Total Analysis Volume [veh/h]	5	39	15	7	22	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	0.01	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.01	8.58	7.29	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.33	3.33	0.63	0.63	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		4.97		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.10					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: New Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name			3rd St		3rd St	
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	1	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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			3rd St		3rd St	
Base Volume Input [veh/h]	7	9	371	17	12	377
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	4	2	2	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
Total Hourly Volume [veh/h]	10	12	390	20	14	397
Peak Hour Factor	0.8295	0.8295	0.8295	0.8295	0.8295	0.8295
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	118	6	4	120
Total Analysis Volume [veh/h]	12	14	470	24	17	479
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	0.04	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	16.02	9.87	0.00	0.00	8.43	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.06	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	2.75	1.42	0.00	0.00	1.22	0.00
d_A, Approach Delay [s/veh]	12.71		0.00		0.29	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.47					
Intersection LOS	C					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	2	20	0	2	48	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	25	0	2	57	0
Peak Hour Factor	0.8333	0.8333	0.8333	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	0	1	17	0
Total Analysis Volume [veh/h]	2	30	0	2	68	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	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]	7.35	0.00	9.02	9.39	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.60	1.60	0.18	0.18	0.00	0.00
d_A, Approach Delay [s/veh]	0.46		9.39		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: New Commerce St (NS) at 5th St (EW)

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):	0.016

Intersection Setup

Name	New Commerce St		5th St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	New Commerce St		5th St		5th St	
Base Volume Input [veh/h]	7	48	20	2	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	4	7	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]	3	0	0	0	0	0
Total Hourly Volume [veh/h]	14	50	21	6	10	4
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	14	6	2	3	1
Total Analysis Volume [veh/h]	15	54	23	7	11	4
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	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.14	8.62	7.27	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.36	5.36	0.97	0.97	0.00	0.00
d_A, Approach Delay [s/veh]	8.73		5.58		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.75					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: New Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	44.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.158

Intersection Setup

Name			3rd St		3rd St	
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	1	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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			3rd St		3rd St	
Base Volume Input [veh/h]	14	11	1068	42	12	421
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	6	2	2	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	12	1117	46	14	444
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	304	13	4	121
Total Analysis Volume [veh/h]	17	13	1217	50	15	484
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.03	0.01	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	44.74	13.80	0.00	0.00	11.80	0.00
Movement LOS	E	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.54	0.10	0.00	0.00	0.08	0.00
95th-Percentile Queue Length [ft/ln]	13.47	2.38	0.00	0.00	2.12	0.00
d_A, Approach Delay [s/veh]	31.33		0.00		0.35	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.62					
Intersection LOS	E					

THIRD STREET GRADE SEPARATION /COMMERCE STREET RELOCATION PROJECT

BUILDOUT YEAR 2045

WITHOUT PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

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):	0.002

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	2	15	0	2	39	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	15	0	2	39	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	4	0	1	10	0
Total Analysis Volume [veh/h]	2	16	0	2	41	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	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]	7.30	0.00	8.81	9.24	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.87	0.87	0.18	0.18	0.00	0.00
d_A, Approach Delay [s/veh]	0.81		9.24		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.54					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: New Commerce St (NS) at 5th St (EW)

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):	0.037

Intersection Setup

Name	New Commerce St		5th St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	New Commerce St		5th St		5th St	
Base Volume Input [veh/h]	0	38	15	2	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	38	15	2	2	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	4	1	1	0
Total Analysis Volume [veh/h]	0	40	16	2	2	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.85	8.46	7.24	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.88	2.88	0.67	0.67	0.00	0.00
d_A, Approach Delay [s/veh]	8.46		6.44		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.44					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: New Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name			3rd St		3rd St	
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	1	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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			3rd St		3rd St	
Base Volume Input [veh/h]	7	9	410	19	13	417
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	9	410	19	13	417
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	108	5	3	110
Total Analysis Volume [veh/h]	7	9	432	20	14	439
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	0.02	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.80	9.69	0.00	0.00	8.30	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.04	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	1.43	0.88	0.00	0.00	0.96	0.00
d_A, Approach Delay [s/veh]	11.92		0.00		0.26	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	B					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	2	21	0	2	50	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	21	0	2	50	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	0	1	13	0
Total Analysis Volume [veh/h]	2	22	0	2	53	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	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]	7.32	0.00	8.90	9.30	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.18	1.18	0.18	0.18	0.00	0.00
d_A, Approach Delay [s/veh]	0.61		9.30		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: New Commerce St (NS) at 5th St (EW)

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):	0.007

Intersection Setup

Name	New Commerce St		5th St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	New Commerce St		5th St		5th St	
Base Volume Input [veh/h]	7	51	21	2	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	51	21	2	3	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	13	6	1	1	1
Total Analysis Volume [veh/h]	7	54	22	2	3	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	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.01	8.54	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.56	4.56	0.95	0.95	0.00	0.00
d_A, Approach Delay [s/veh]	8.60		6.65		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.60					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: New Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	41.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.139

Intersection Setup

Name			3rd St		3rd St	
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	1	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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			3rd St		3rd St	
Base Volume Input [veh/h]	15	11	1128	44	12	448
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	11	1128	44	12	448
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	297	12	3	118
Total Analysis Volume [veh/h]	16	12	1187	46	13	472
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	0.14	0.03	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	41.31	13.55	0.00	0.00	11.57	0.00
Movement LOS	E	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.47	0.09	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	11.68	2.13	0.00	0.00	1.78	0.00
d_A, Approach Delay [s/veh]	29.41		0.00		0.31	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.56					
Intersection LOS	E					

THIRD STREET GRADE SEPARATION /COMMERCE STREET RELOCATION PROJECT

BUILDOUT YEAR 2045

WITH PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	2	15	0	2	39	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	18	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	19	0	2	57	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	0	1	15	0
Total Analysis Volume [veh/h]	2	20	0	2	60	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	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]	7.34	0.00	8.93	9.34	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.08	1.08	0.18	0.18	0.00	0.00
d_A, Approach Delay [s/veh]	0.67		9.34		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: New Commerce St (NS) at 5th St (EW)

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):	0.005

Intersection Setup

Name	New Commerce St		5th St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	New Commerce St		5th St		5th St	
Base Volume Input [veh/h]	0	38	15	2	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	4	18	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	1	0	0	0	0	0
Total Hourly Volume [veh/h]	5	38	15	6	20	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	10	4	2	5	2
Total Analysis Volume [veh/h]	5	40	16	6	21	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.01	8.58	7.29	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.40	3.40	0.67	0.67	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		5.30		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.31					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: New Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name			3rd St		3rd St	
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	1	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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			3rd St		3rd St	
Base Volume Input [veh/h]	7	9	410	19	13	417
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	0	2	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	12	410	21	15	417
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	108	6	4	110
Total Analysis Volume [veh/h]	11	13	432	22	16	439
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	0.03	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.00	9.72	0.00	0.00	8.31	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.05	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	2.29	1.28	0.00	0.00	1.10	0.00
d_A, Approach Delay [s/veh]	12.14		0.00		0.29	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	B					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Commerce St		Commerce St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	2	21	0	2	50	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	25	0	2	57	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	7	0	1	15	0
Total Analysis Volume [veh/h]	2	26	0	2	60	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	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]	7.34	0.00	8.96	9.34	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.39	1.39	0.18	0.18	0.00	0.00
d_A, Approach Delay [s/veh]	0.52		9.34		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: New Commerce St (NS) at 5th St (EW)

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):	0.016

Intersection Setup

Name	New Commerce St		5th St		5th St	
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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	New Commerce St		5th St		5th St	
Base Volume Input [veh/h]	7	51	21	2	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	4	7	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]	3	0	0	0	0	0
Total Hourly Volume [veh/h]	14	51	21	6	10	4
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	13	6	2	3	1
Total Analysis Volume [veh/h]	15	54	22	6	11	4
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	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.12	8.62	7.27	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.35	5.35	0.93	0.93	0.00	0.00
d_A, Approach Delay [s/veh]	8.73		5.71		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.81					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: New Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	42.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.150

Intersection Setup

Name			3rd St		3rd St	
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	1	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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			3rd St		3rd St	
Base Volume Input [veh/h]	15	11	1128	44	12	448
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	0	2	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	12	1128	46	14	448
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	297	12	4	118
Total Analysis Volume [veh/h]	17	13	1187	48	15	472
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

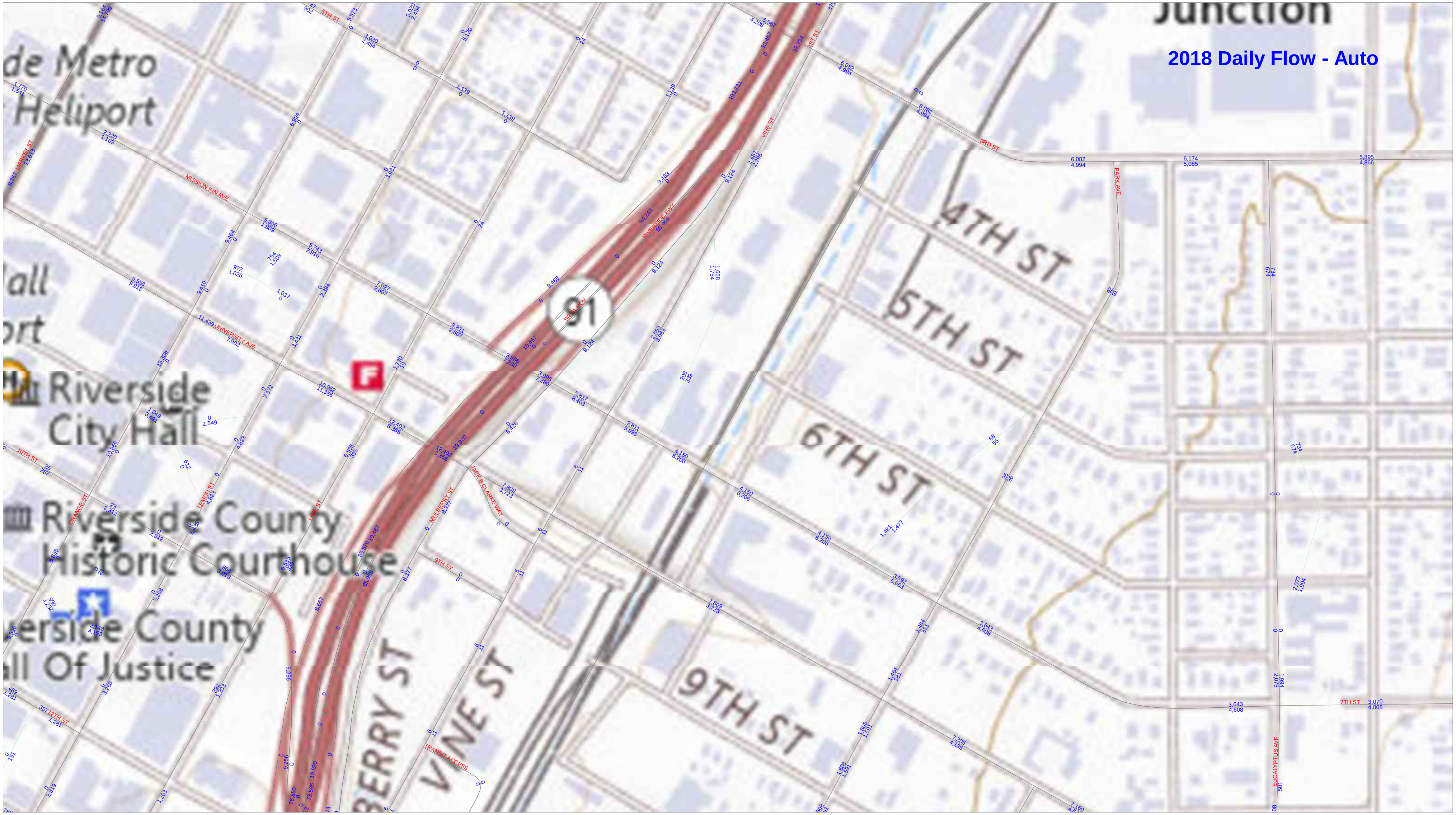
Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.03	0.01	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	42.16	13.58	0.00	0.00	11.61	0.00
Movement LOS	E	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.51	0.09	0.00	0.00	0.08	0.00
95th-Percentile Queue Length [ft/ln]	12.66	2.32	0.00	0.00	2.06	0.00
d_A, Approach Delay [s/veh]	29.77		0.00		0.36	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	E					

APPENDIX E

TRAVEL DEMAND MODEL PLOTS


2018 Daily Flow - Auto
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4TH ST
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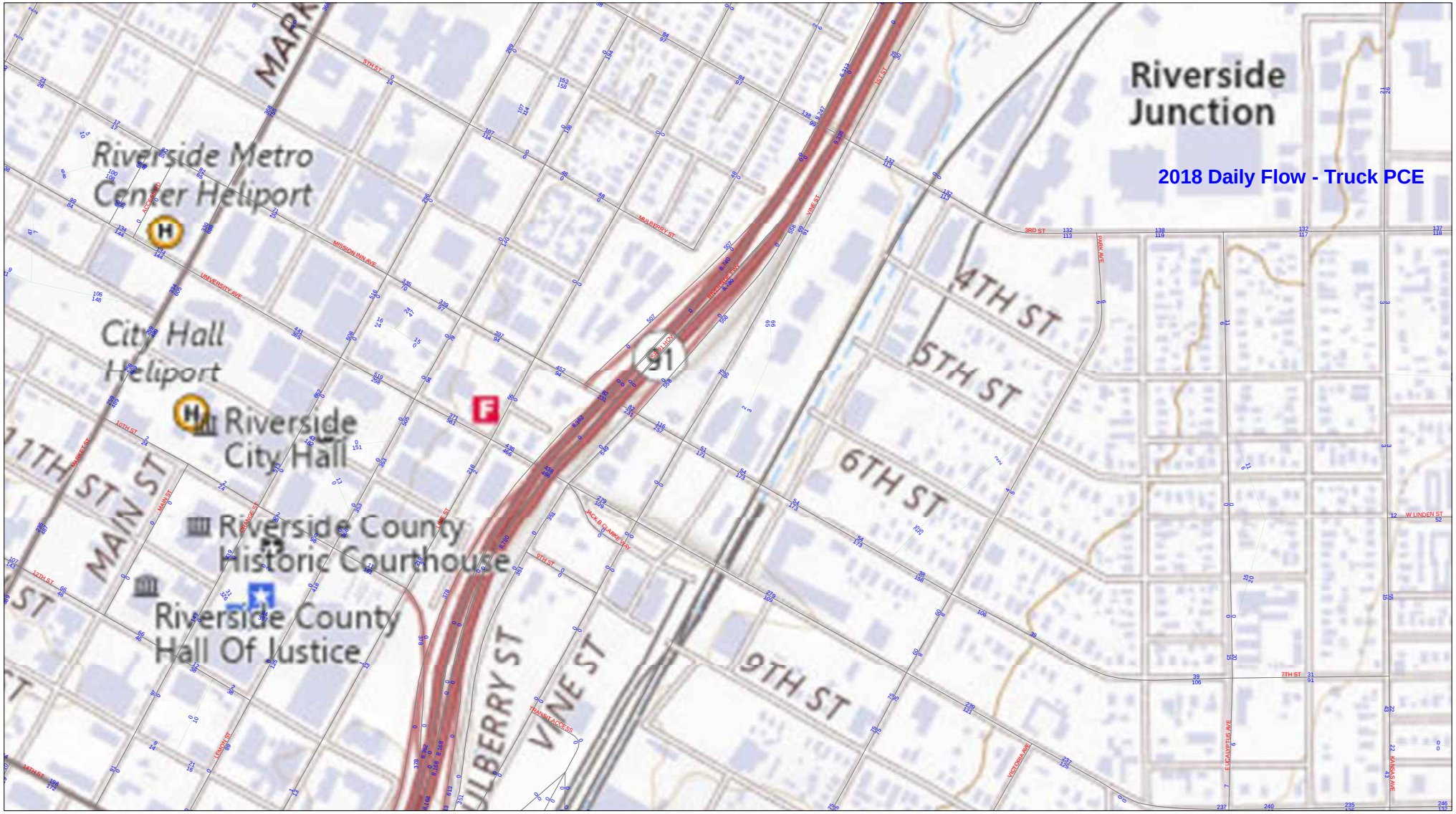
6TH ST
9TH ST
BERRY ST
VINE ST
91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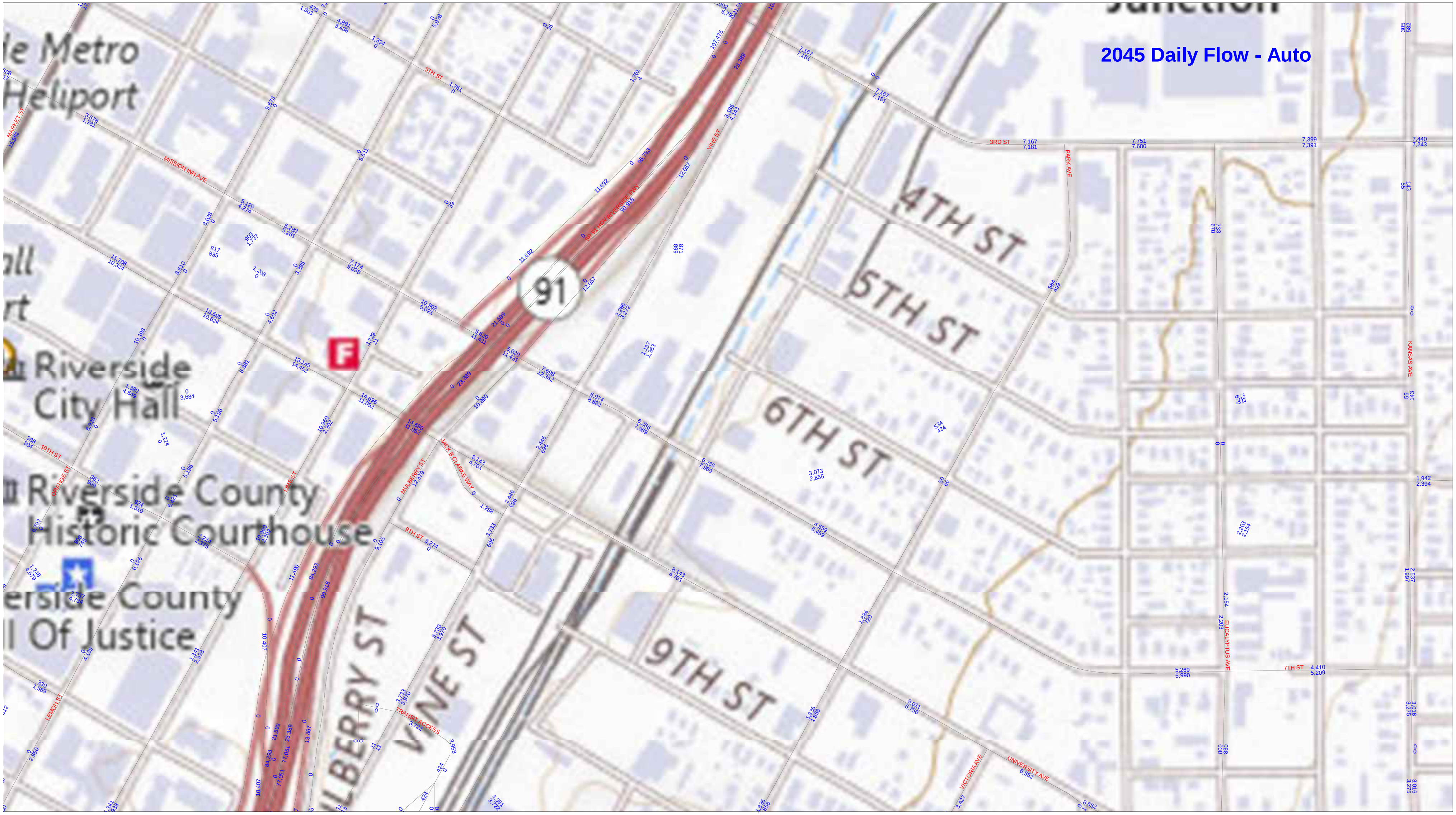
2018 Daily Flow - Truck PCE
Riverside Metro Center Heliport
City Hall Heliport
Riverside City Hall
Riverside County Historic Courthouse
Riverside County Hall Of Justice
MAIN ST
MARKET ST
11TH ST
4TH ST
5TH ST
6TH ST
9TH ST
MULBERRY ST
VINE ST
91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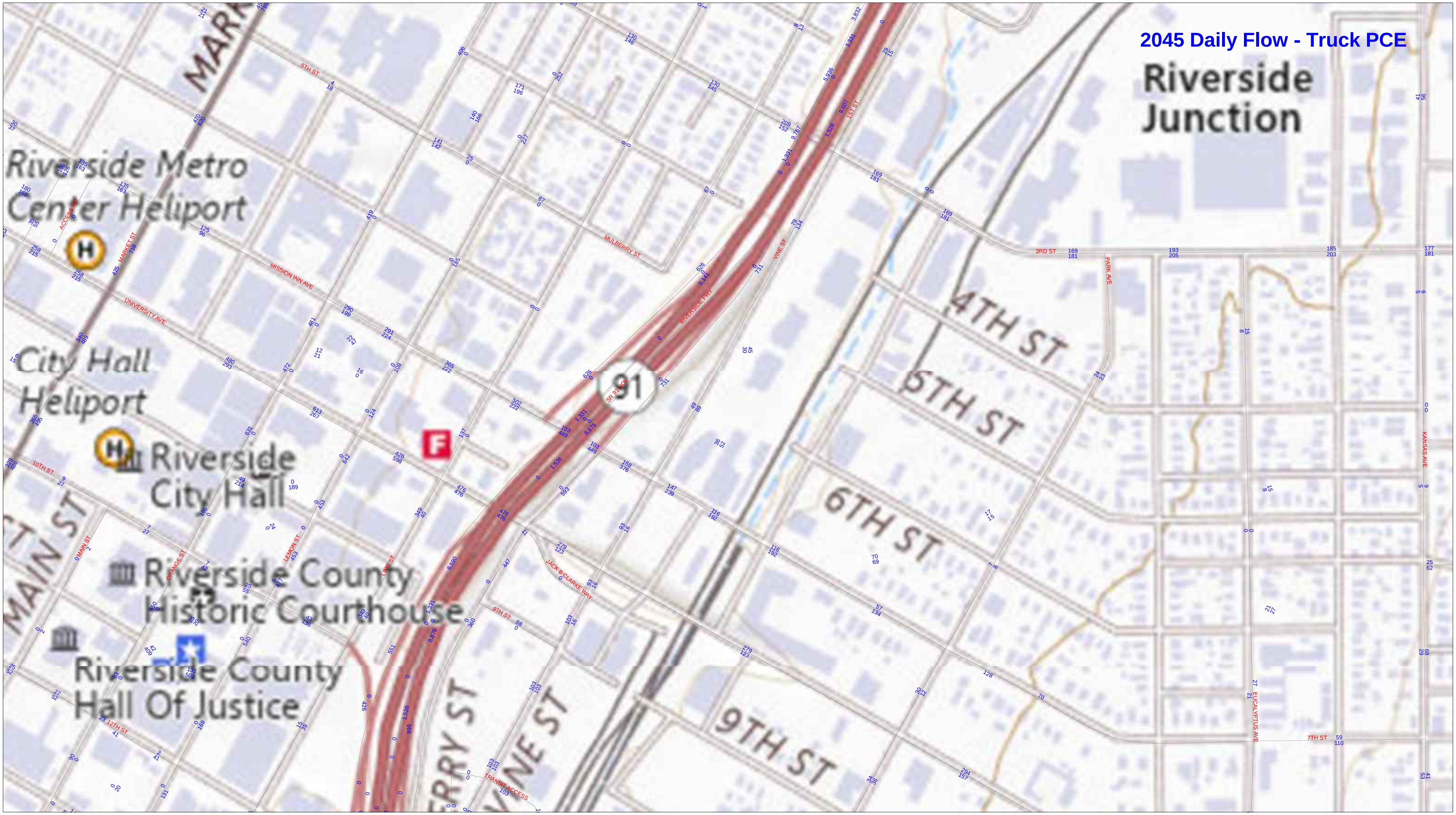
9TH ST
Riverside City Hall
Riverside County Historic Courthouse
91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Riverside Junction
Riverside Metro Center Heliport
City Hall Heliport
Riverside City Hall
Riverside County Historic Courthouse
Riverside County Hall Of Justice
4TH ST
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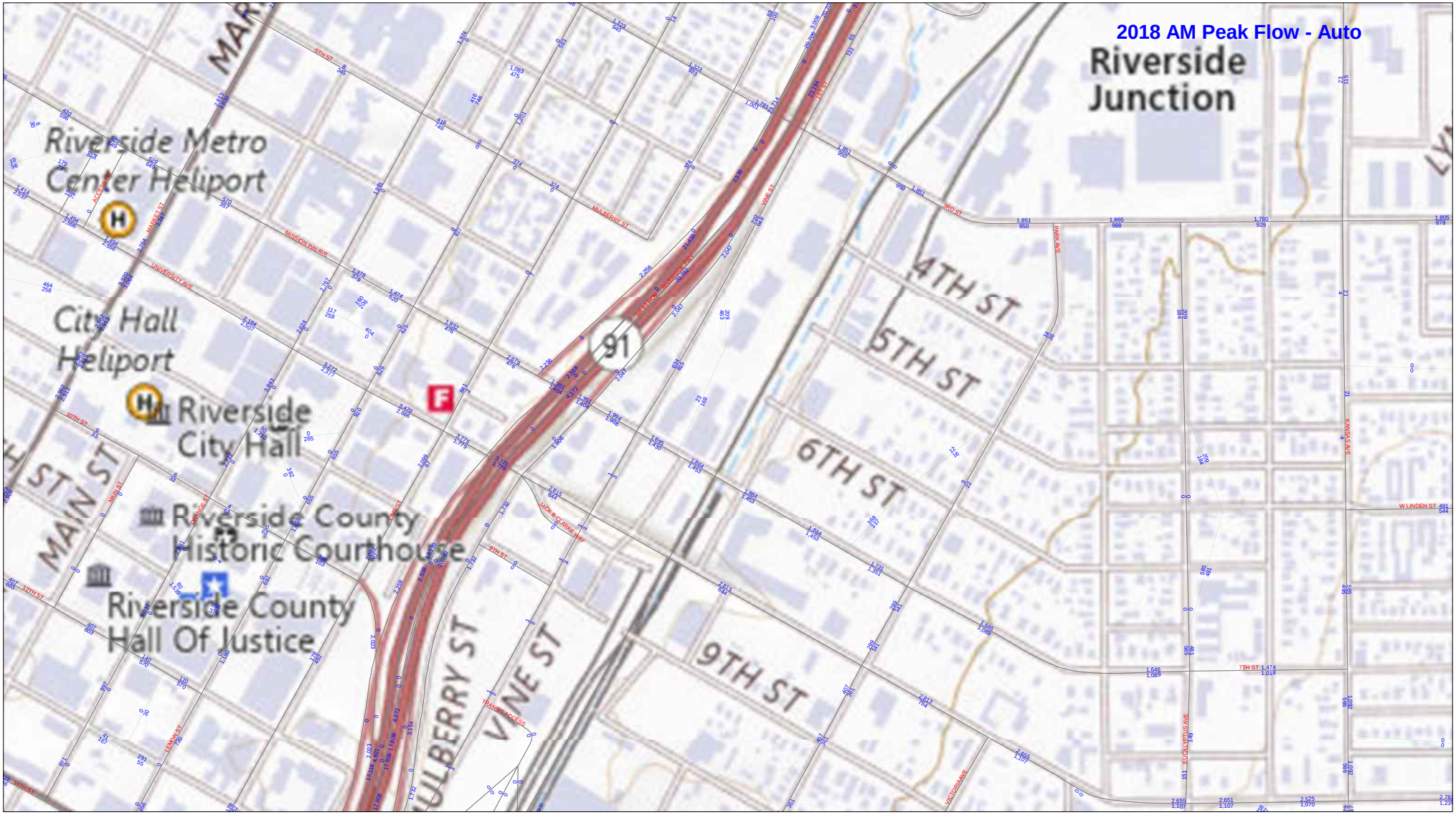
9TH ST
MAIN ST
91


2018 AM Peak Flow - Auto
Riverside Junction
Riverside Metro Center Heliport
City Hall Heliport
Riverside City Hall
Riverside County Historic Courthouse
Riverside County Hall Of Justice
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9TH ST
MAIN ST
MULBERRY ST
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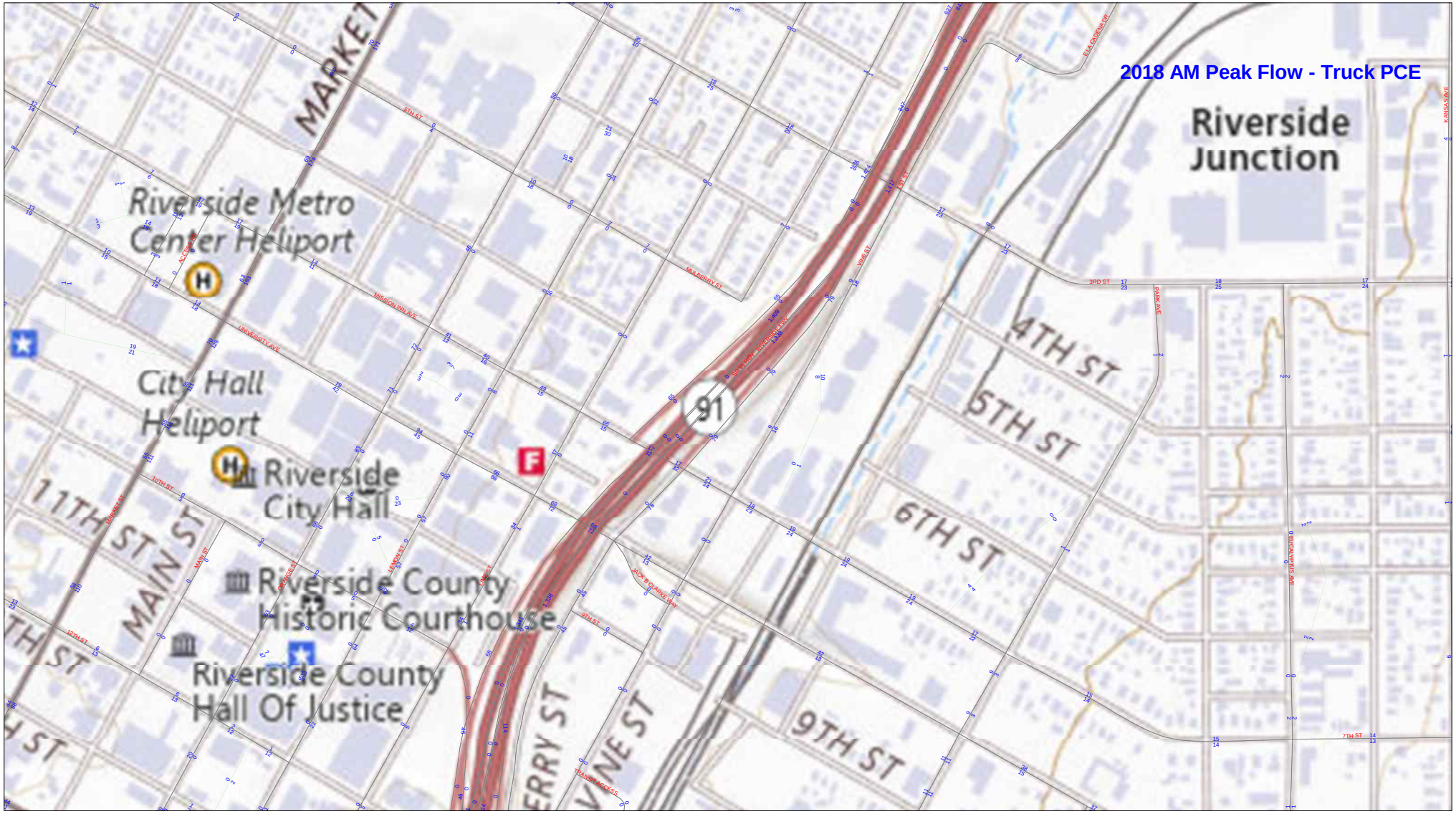
2018 AM Peak Flow - Truck PCE
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Riverside Metro Center Heliport
City Hall Heliport
Riverside City Hall
Riverside County Historic Courthouse
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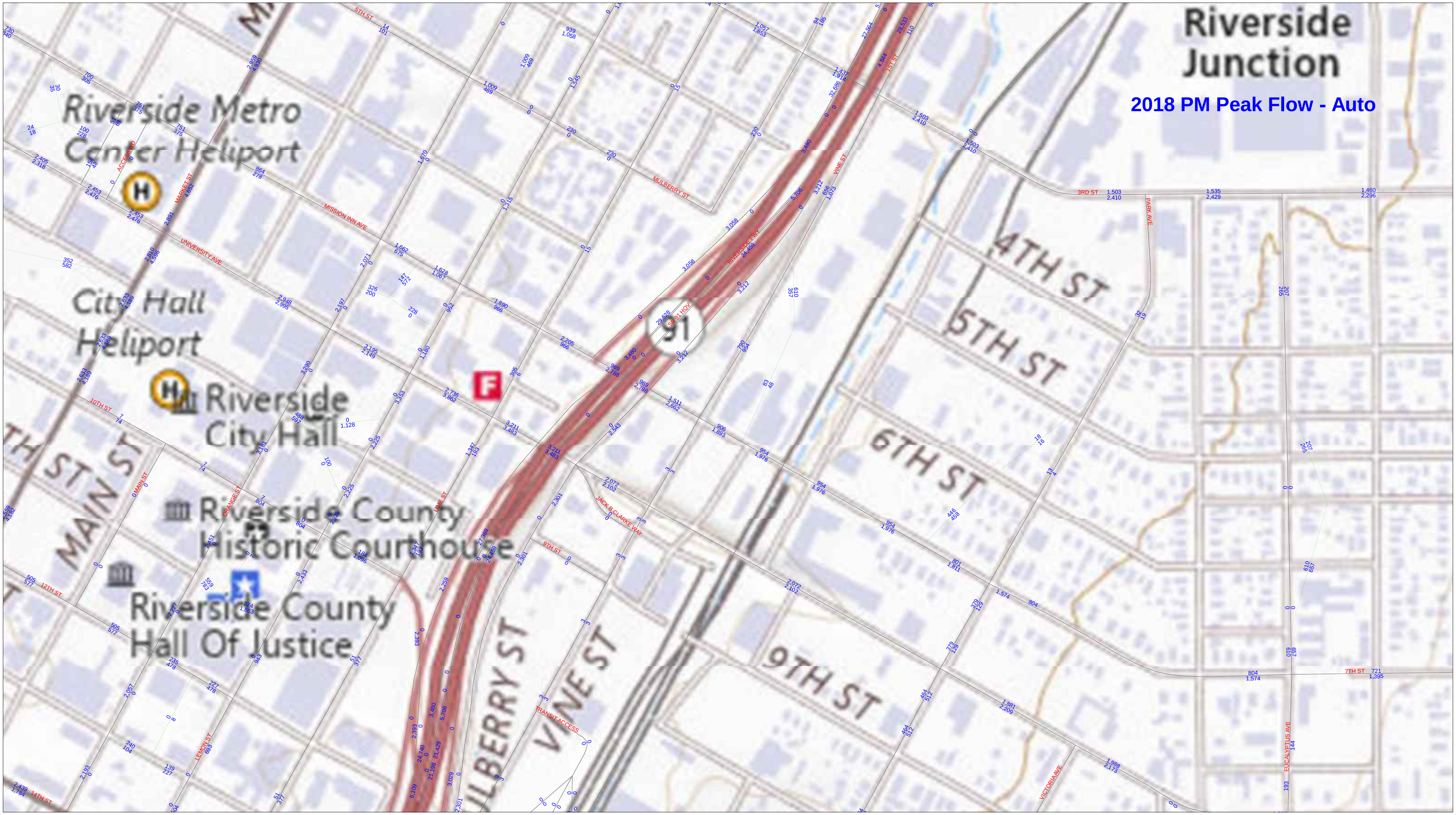
Riverside Junction
2018 PM Peak Flow - Auto
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City Hall Heliport
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Riverside County Historic Courthouse
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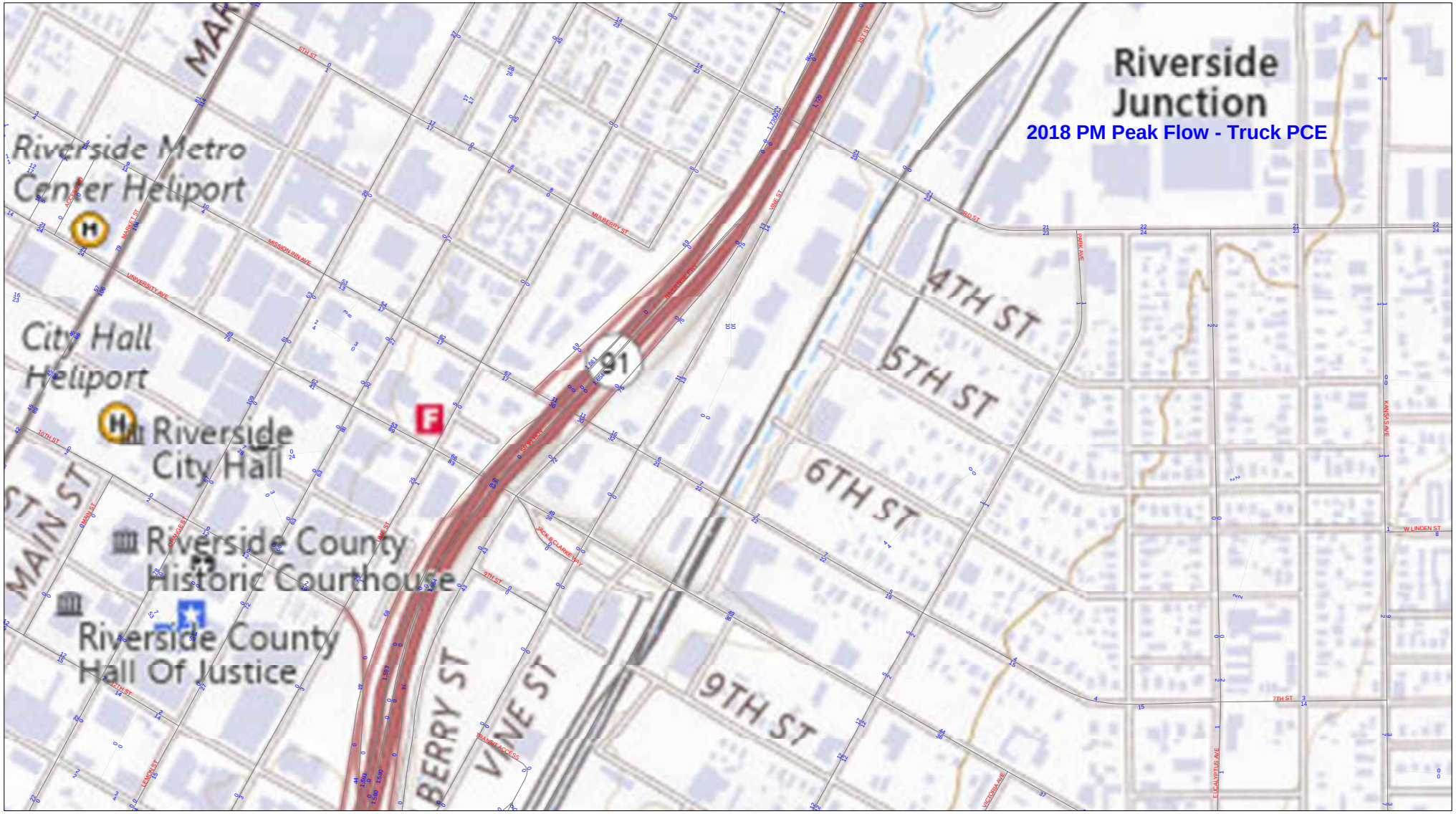
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2018 PM Peak Flow - Truck PCE
Riverside Metro Center Heliport
City Hall Heliport
Riverside City Hall
Riverside County Historic Courthouse
Riverside County Hall Of Justice
4TH ST
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BERRY ST
VINE ST
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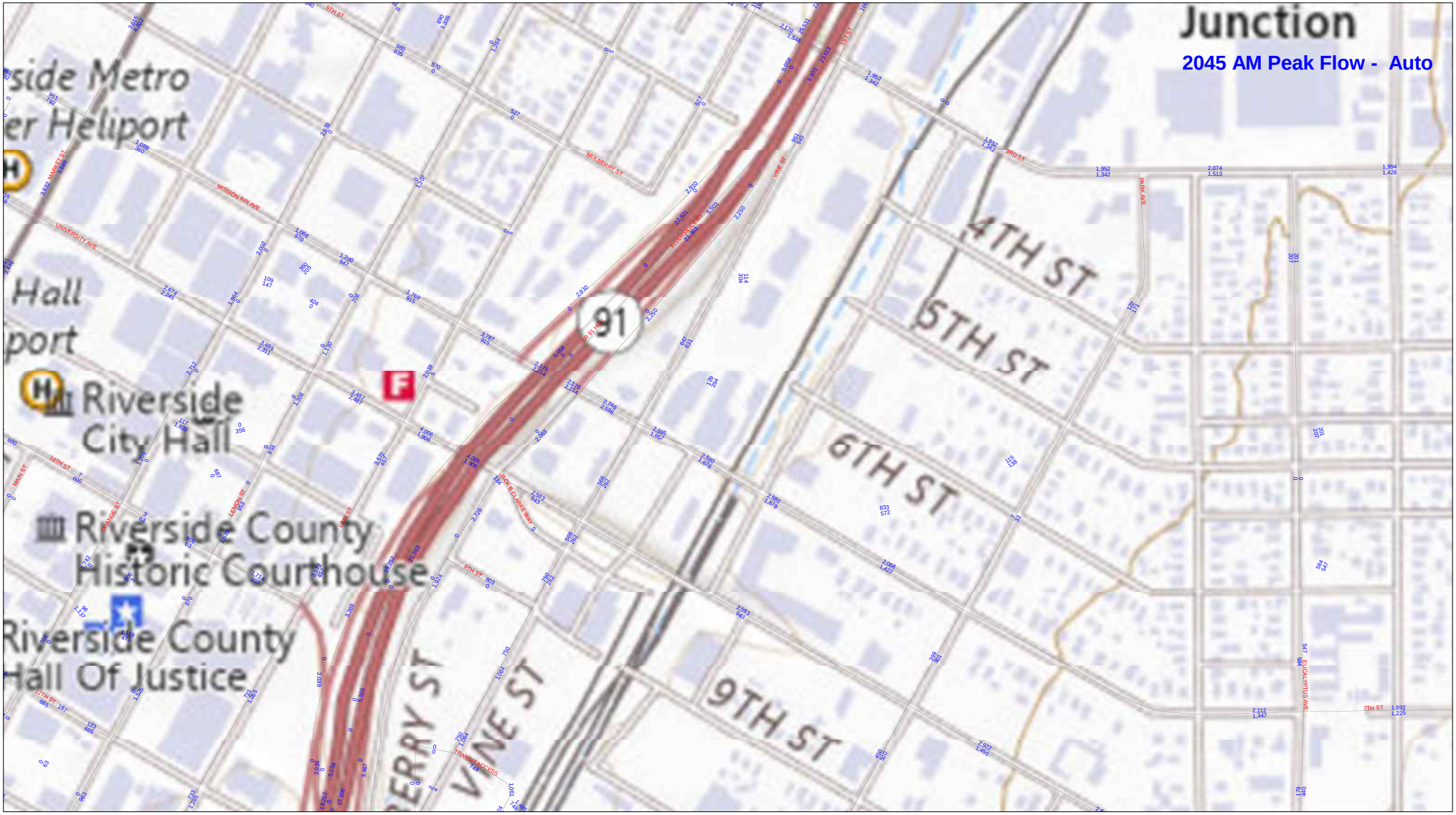
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Riverside County
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VINE ST
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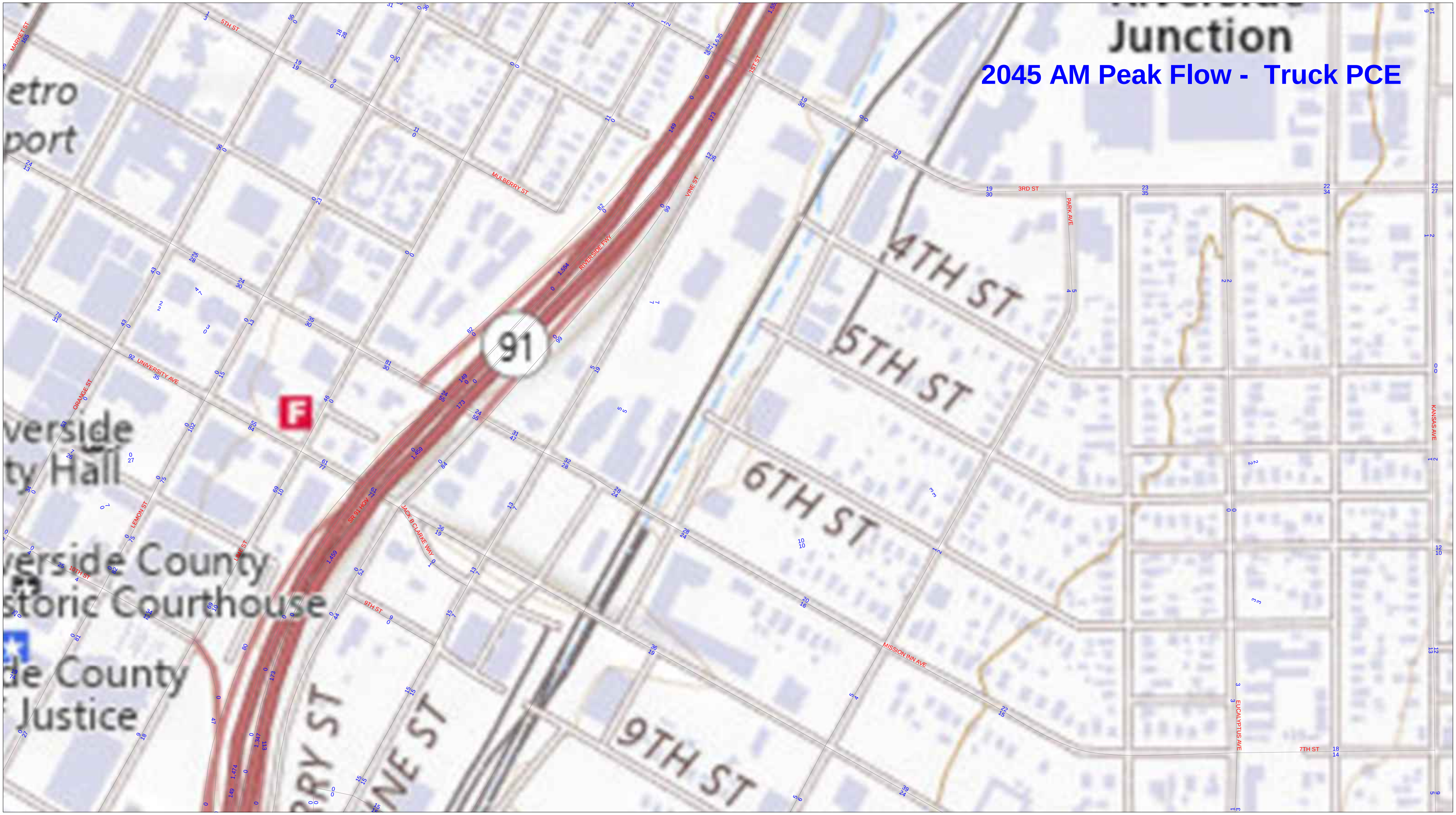
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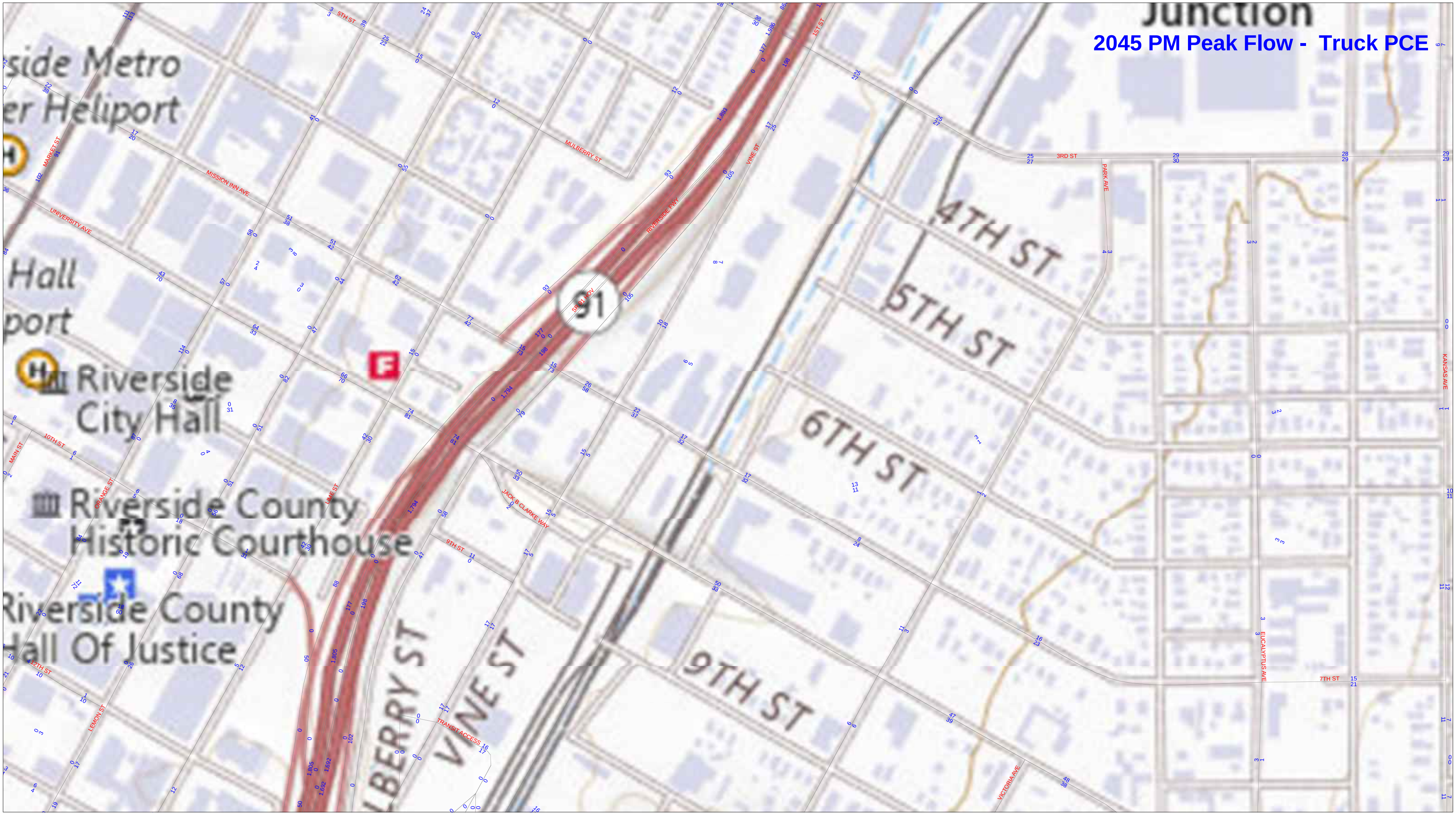
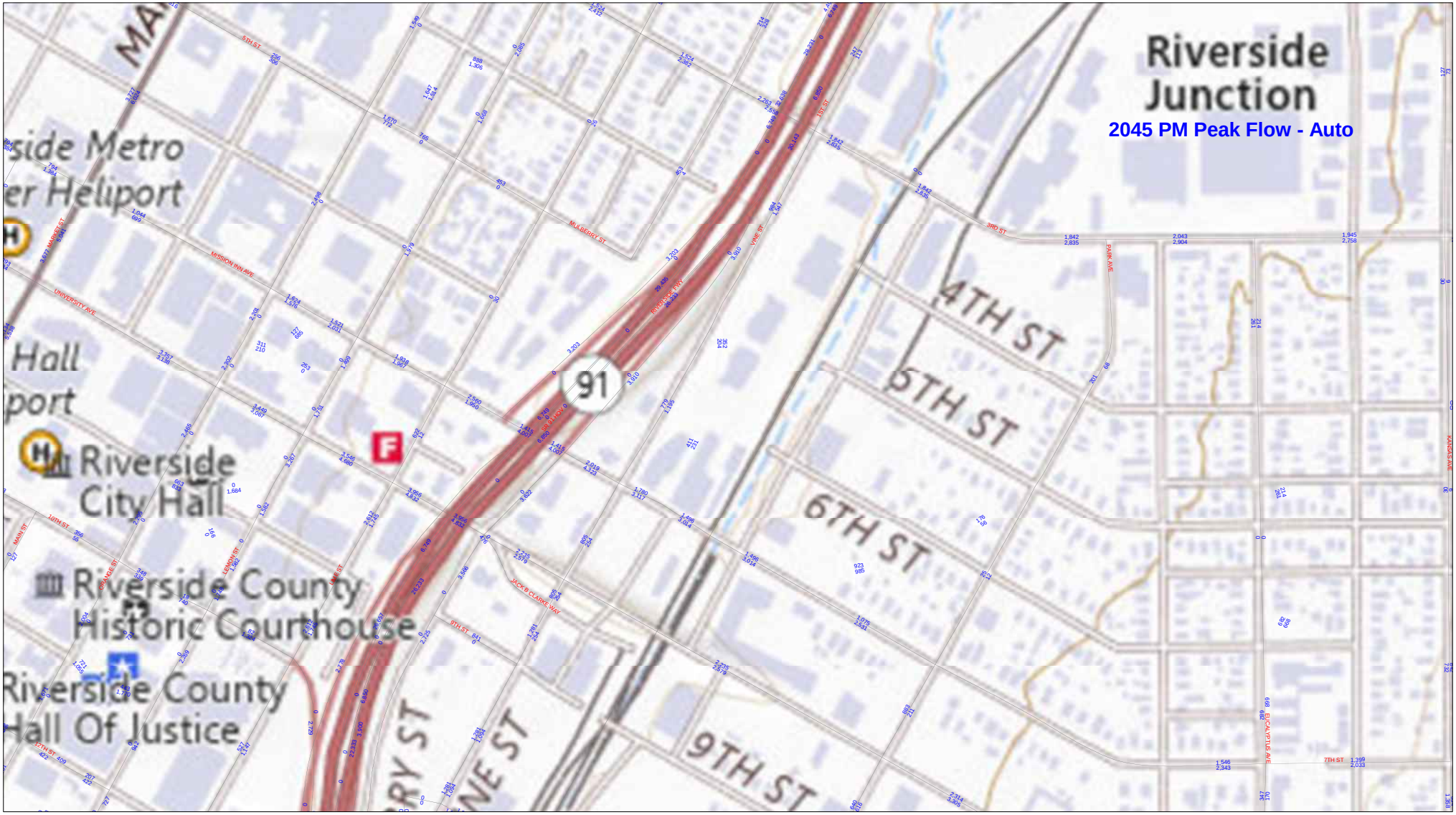

2045 PM Peak Flow - Truck PCE
Junction
4TH ST
5TH ST
6TH ST
9TH ST
VINE ST
Riverside City Hall
Riverside County Historic Courthouse
Riverside County Hall Of Justice
91
MULBERRY ST
MISSION INN AVE
UNIVERSITY AVE
3RD ST
PARK AVE
KANSAS AVE
EUCALYPTUS AVE
7TH ST
VICTORIA AVE
JACK B CLARKE WAY
TRANSIT ACCESS
RIVERSIDE FWY
10TH ST
LEMON ST
MARKET ST


Riverside
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2045 PM Peak Flow - Auto
4TH ST
6TH ST
9TH ST
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Riverside
City Hall
Riverside County
Historic Courthouse
Riverside County
Hall Of Justice

APPENDIX F

TRAVEL DEMAND POST PROCESSING WORKSHEETS

AVERAGE DAILY TRAFFIC

ID	INTERSECTION	LEG	MODEL 2018 ADT	EXISTING 2024 ADT	MODEL 2045 ADT	FUTURE 2045 ADT[1]	OPENING 2026 ADT	ADJUSTED BUILDOUT ADT[2]
1	Lime Street at:	North	24	8,900	39	8,900	8,900	9,800
	Mission Inn Avenue	South	1,835	11,100	3,887	12,700	11,300	12,700
		East	11,964	13,800	16,647	18,300	14,100	18,300
		West	10,125	9,700	12,799	14,100	9,900	14,100
2	SR-91 Off Ramp at:	North	9,995	7,800	12,318	13,500	8,000	13,500
	Mission Inn Avenue	South	-	-	-	-	-	-
		East	11,562	10,500	17,603	19,400	10,900	19,400
		West	11,964	13,700	16,647	18,300	14,000	18,300
3	Mulberry Street at:	North	9,682	9,700	12,788	14,100	9,900	14,100
	Mission Inn Avenue	South	8,975	5,500	11,483	12,600	5,700	12,600
		East	14,593	8,000	20,584	22,600	8,400	22,600
		West	11,589	10,400	17,603	19,400	10,800	19,400
4	Vine Street at:	North	5,892	4,800	5,696	6,300	4,800	6,300
	Mission Inn Avenue	South	17	2,800	3,251	3,600	3,000	3,600
		East	10,031	5,800	16,242	17,900	6,300	17,900
		West	14,593	7,800	20,584	22,600	8,200	22,600
5	Commerce Street at:	North	-	1,000	-	1,000	1,010	1,110
	Mission Inn Ave	South	-	2,000	-	2,000	2,020	2,220
		East	10,583	4,500	14,563	16,000	4,800	16,000
		West	10,583	5,900	14,563	16,000	6,200	16,000
6	Park Avenue at:	North	5,892	2,400	131	2,400	2,420	2,660
	Mission Inn Ave	South	5,892	4,300	2,646	4,300	4,340	4,770
		East	8,396	2,700	11,457	12,600	2,900	12,600
		West	9,441	4,200	11,209	12,300	4,300	12,300
7	Commerce Street at:	North	9,682	-	-	-	-	-
	3rd Street	South	9,682	900	-	900	910	1,000
		East	11,321	18,100	14,698	20,700	18,400	20,700
		West	11,321	18,500	14,698	21,100	18,800	21,100
8	Commerce Street at:	North	-	900	-	900	910	1,030
	5th Street	South	-	900	-	900	910	1,030
		East	-	200	-	200	200	230
		West	-	-	-	-	-	-
9	Commerce Street at:	North	-	900	-	900	910	1,030
	6th Street	South	-	900	-	900	910	1,030
		East	-	100	-	100	100	110
		West	-	-	-	-	-	-
10	Project Driveway at:	North	-	0	-	-	-	-
	Mission Inn Ave	South	-	400	-	400	400	440
		East	10,583	4,300	14,563	16,000	4,600	16,000
		West	10,583	4,500	14,563	16,000	4,800	16,000

Notes:

1. Future volumes adjusted for minimum 10% growth over existing average dally traffic volumes.
2. Future volumes adjusted for minimum 5% growth over opening year dally traffic volumes.

Lime Street (NS) / Mission Inn Avenue (EW) - #1

MORNING PEAK HOUR	EVENING PEAK HOUR
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):	EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2024 2 246 42	2024 26 257 51
< v >	< v >
10 ^ ^ 167	13 ^ ^ 148
213 > < 506	336 > < 313
78 v v 382	99 v v 190
< ^ >	< ^ >
27 126 45	22 244 116
EXISTING PEAK HOUR COUNT YEAR (AUTOS):	EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2024 290 303	2024 334 405
v ^	v ^
535 < IN = 1844 < 1055	361 < IN = 1815 < 651
301 > OUT = 1844 > 300	448 > OUT = 1815 > 503
v ^	v ^
706 198	546 382
EXISTING PEAK PERIOD MODEL YEAR (AUTO):	EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2018 0 7	2018 0 15
v ^	v ^
1832 < IN = 3157 < 2679	1890 < IN = 3177 < 2205
476 > OUT = 3156 > 476	966 > OUT = 3176 > 966
v ^	v ^
841 2	305 6
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2018 0 0	2018 0 0
v ^	v ^
49 < IN = 81 < 66	62 < IN = 84 < 67
15 > OUT = 81 > 15	17 > OUT = 84 > 17
v ^	v ^
17 0	5 0
EXISTING PEAK HOUR MODEL YEAR (PCEs):	EXISTING PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
0 3	0 4
v ^	v ^
712 < IN = 1227 < 1040	545 < IN = 911 < 634
186 > OUT = 1226 > 186	275 > OUT = 910 > 275
v ^	v ^
325 1	87 2
FUTURE PEAK PERIOD MODEL YEAR (AUTO):	FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2045 0 5	2045 0 30
v ^	v ^
1768 < IN = 4707 < 3787	1938 < IN = 4539 < 2560
915 > OUT = 4707 > 915	1967 > OUT = 4540 > 1950
v ^	v ^
2019 5	622 12
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2045 0 0	2045 0 0
v ^	v ^
35 < IN = 111 < 81	62 < IN = 119 < 77
30 > OUT = 111 > 30	42 > OUT = 119 > 42
v ^	v ^
46 0	15 0
FUTURE PEAK HOUR MODEL YEAR (PCEs):	FUTURE PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
0 2	0 8
v ^	v ^
683 < IN = 1826 < 1466	558 < IN = 1301 < 736
358 > OUT = 1826 > 358	561 > OUT = 1301 > 557
v ^	v ^
783 2	178 3
RAW GROWTH (PCEs): 2018 TO 2045	RAW GROWTH (PCEs): 2018 TO 2045
CONVERSION OF TRUCKS TO: 2045	CONVERSION OF TRUCKS TO: 2045
0 -1	0 4
FACTOR = 1.00 v ^	FACTOR = 1.00 v ^
-29 < < 426	13 < < 102
172 > > 172	287 > > 282
v ^	v ^
457 1	91 2

Lime Street (NS) / Mission Inn Avenue (EW) - #1

MORNING PEAK HOUR

ADJUSTED GROWTH (PCEs):	2018	TO	2045						
10.00 MINIMUM GROWTH %						30	30		
						v	^		
				50	<	IN =	630	<	430
				170	>	OUT =	710	>	170
						v	^		
						460	0		
PRORATED GROWTH (PCEs):	2024	TO	2045						
21 YEARS						20	20		
						v	^		
				40	<			<	330
				130	>			>	130
						v	^		
						360	0		
NEW PROJECTED VOLUMES (PCEs):	2045								
						310	320		
						v	^		
				580	<			<	1390
				430	>			>	430
						v	^		
						1070	200		
ADT BY LEG:									
2045						9,800			
						N			
				14,080	W	LEG	E		18,310
						S			
						12,700			

EVENING PEAK HOUR

ADJUSTED GROWTH (PCEs):	2018	TO	2045						
10 MINIMUM GROWTH %						30	40		
						v	^		
				40	<	IN =	420	<	100
				290	>	OUT =	450	>	280
						v	^		
						90	0		
PRORATED GROWTH (PCEs):	2024	TO	2045						
21 YEARS						20	30		
						v	^		
				30	<			<	80
				230	>			>	220
						v	^		
						70	0		
NEW PROJECTED VOLUMES (PCEs):	2045								
						350	440		
						v	^		
				390	<			<	730
				680	>			>	720
						v	^		
						620	380		
ADT BY LEG:									
2045						9,800			
						N			
				14,080	W	LEG	E		18,310
						S			
						12,700			

SR-91 Off Ramp (NS) / Mission Inn Avenue (EW) - #2

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2024

			871	0	161			
			<	v	>			
0	^					^	0	
308	>					<	182	
0	v					v	0	
			<	^	>			
			0	0	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2024

				1032	0			
				v	^			
1053	<		IN =	1522		<	182	
308	>		OUT =	1522		>	469	
				v	^			
				0	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2018

				2256	0			
				v	^			
2679	<		IN =	4083		<	1351	
476	>		OUT =	4083		>	1404	
				v	^			
				0	0			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2018

				65	0			
				v	^			
66	<		IN =	97		<	17	
15	>		OUT =	98		>	32	
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				879	0			
				v	^			
1040	<		IN =	1584		<	519	
186	>		OUT =	1584		>	544	
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2045

				2910	0			
				v	^			
3787	<		IN =	6001		<	2176	
915	>		OUT =	6001		>	2214	
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2045

				82	0			
				v	^			
81	<		IN =	136		<	24	
30	>		OUT =	136		>	55	
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				1133	0			
				v	^			
1466	<		IN =	2326		<	835	
358	>		OUT =	2326		>	860	
				v	^			
				0	0			

RAW GROWTH (PCEs): 2018 TO 2045

CONVERSION OF TRUCKS TO: 2045

FACTOR = 1.00

				254	0			
				v	^			
426	<					<	316	
172	>					>	315	
				v	^			
				0	0			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2024

			459	0	190			
			<	v	>			
0	^					^	0	
505	>					<	179	
0	v					v	0	
			<	^	>			
			0	0	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2024

				649	0			
				v	^			
638	<		IN =	1333		<	179	
505	>		OUT =	1333		>	695	
				v	^			
				0	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2018

				3058	0			
				v	^			
2205	<		IN =	4993		<	969	
966	>		OUT =	4993		>	2788	
				v	^			
				0	0			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2018

				69	0			
				v	^			
67	<		IN =	97		<	11	
17	>		OUT =	97		>	30	
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				873	0			
				v	^			
634	<		IN =	1422		<	274	
275	>		OUT =	1422		>	788	
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2045

				3203	0			
				v	^			
2560	<		IN =	6568		<	1415	
1950	>		OUT =	6567		>	4007	
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2045

				93	0			
				v	^			
77	<		IN =	150		<	15	
42	>		OUT =	150		>	73	
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				920	0			
				v	^			
736	<		IN =	1877		<	400	
557	>		OUT =	1876		>	1140	
				v	^			
				0	0			

RAW GROWTH (PCEs): 2018 TO 2045

CONVERSION OF TRUCKS TO: 2045

FACTOR = 1.00

				47	0			
				v	^			
102	<					<	126	
282	>					>	352	
				v	^			
				0	0			

SR-91 Off Ramp (NS) / Mission Inn Avenue (EW) - #2

MORNING PEAK HOUR	EVENING PEAK HOUR
ADJUSTED GROWTH (PCEs): 2018 TO 2045 10.00 MINIMUM GROWTH % 250 0 v ^ 430 < IN = 740 < 320 170 > OUT = 750 > 320 v ^ 0 0	ADJUSTED GROWTH (PCEs): 2018 TO 2045 10 MINIMUM GROWTH % 60 0 v ^ 100 < IN = 470 < 130 280 > OUT = 450 > 350 v ^ 0 0
PRORATED GROWTH (PCEs): 2024 TO 2045 21 YEARS 190 0 v ^ 330 < < 250 130 > > 250 v ^ 0 0	PRORATED GROWTH (PCEs): 2024 TO 2045 21 YEARS 50 0 v ^ 80 < < 100 220 > > 270 v ^ 0 0
NEW PROJECTED VOLUMES (PCEs): 2045 1220 0 v ^ 1380 < < 430 440 > > 720 v ^ 0 0	NEW PROJECTED VOLUMES (PCEs): 2045 700 0 v ^ 720 < < 280 730 > > 970 v ^ 0 0
ADT BY LEG: 2045 13,550 N 18,310 W LEG E 19,360 S 0	ADT BY LEG: 2045 13,550 N 18,310 W LEG E 19,360 S 0

Mulberry Street (NS) / Mission Inn Avenue (EW) - #3

MORNING PEAK HOUR	EVENING PEAK HOUR
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):	EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2024	2024
0 0 0	0 0 0
< v >	< v >
225 ^ ^ 83	325 ^ ^ 151
265 > < 87	366 > < 101
0 v v 0	0 v v 0
< ^ >	< ^ >
99 178 38	76 333 47
EXISTING PEAK HOUR COUNT YEAR (AUTOS):	EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2024	2024
0 486	0 809
v ^	v ^
186 < IN = 975 < 170	177 < IN = 1399 < 252
490 > OUT = 975 > 303	691 > OUT = 1399 > 413
v ^	v ^
0 315	0 456
EXISTING PEAK PERIOD MODEL YEAR (AUTO):	EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2018	2018
0 2047	0 3212
v ^	v ^
1351 < IN = 5304 < 1994	969 < IN = 6842 < 1511
1404 > OUT = 5306 > 1908	2788 > OUT = 6843 > 2662
v ^	v ^
0 1906	0 2543
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2018	2018
0 79	0 75
v ^	v ^
17 < IN = 131 < 21	11 < IN = 118 < 16
32 > OUT = 130 > 34	30 > OUT = 118 > 32
v ^	v ^
0 78	0 72
EXISTING PEAK HOUR MODEL YEAR (PCEs):	EXISTING PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
0 804	0 918
v ^	v ^
519 < IN = 2059 < 765	274 < IN = 1945 < 427
544 > OUT = 2060 > 736	788 > OUT = 1946 > 753
v ^	v ^
0 750	0 730
FUTURE PEAK PERIOD MODEL YEAR (AUTO):	FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2045	2045
0 2250	0 3910
v ^	v ^
2176 < IN = 7023 < 2746	1415 < IN = 9648 < 2019
2214 > OUT = 7022 > 2596	4007 > OUT = 9648 > 4323
v ^	v ^
0 2063	0 3622
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2045	2045
0 99	0 105
v ^	v ^
24 < IN = 170 < 31	15 < IN = 178 < 26
55 > OUT = 170 > 47	73 > OUT = 178 > 58
v ^	v ^
0 84	0 79
FUTURE PEAK HOUR MODEL YEAR (PCEs):	FUTURE PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
0 888	0 1121
v ^	v ^
835 < IN = 2725 < 1054	400 < IN = 2746 < 572
860 > OUT = 2725 > 1002	1140 > OUT = 2746 > 1225
v ^	v ^
0 812	0 1034
RAW GROWTH (PCEs): 2018 TO 2045	RAW GROWTH (PCEs): 2018 TO 2045
CONVERSION OF TRUCKS TO: 2045	CONVERSION OF TRUCKS TO: 2045
0 84	0 203
FACTOR = 1.00	FACTOR = 1.00
v ^	v ^
316 < < 289	126 < < 145
315 > > 266	352 > > 472
v ^	v ^
0 62	0 304

Mulberry Street (NS) / Mission Inn Avenue (EW) - #3

MORNING PEAK HOUR	EVENING PEAK HOUR
ADJUSTED GROWTH (PCEs): 2018 TO 2045	ADJUSTED GROWTH (PCEs): 2018 TO 2045
10.00 MINIMUM GROWTH %	10 MINIMUM GROWTH %
0 80	0 200
v ^	v ^
320 < IN = 670 < 290	130 < IN = 790 < 140
320 > OUT = 670 > 270	350 > OUT = 800 > 470
v ^	v ^
0 60	0 300
PRORATED GROWTH (PCEs): 2024 TO 2045	PRORATED GROWTH (PCEs): 2024 TO 2045
21 YEARS	21 YEARS
0 60	0 160
v ^	v ^
250 < < 230	100 < < 110
250 > > 210	270 > > 370
v ^	v ^
0 50	0 230
NEW PROJECTED VOLUMES (PCEs): 2045	NEW PROJECTED VOLUMES (PCEs): 2045
0 550	0 970
v ^	v ^
440 < < 400	280 < < 360
740 > > 510	960 > > 780
v ^	v ^
0 370	0 690
ADT BY LEG:	ADT BY LEG:
2045	2045
14,070	14,070
N	N
19,360 W LEG E 22,640	19,360 W LEG E 22,640
S	S
12,630	12,630

Vine Street (NS) / Mission Inn Avenue (EW) - #4

MORNING PEAK HOUR	EVENING PEAK HOUR
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):	EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2024 65 14 20	2024 100 33 56
< v >	< v >
108 ^ ^ 26	100 ^ ^ 41
130 > < 86	259 > < 94
60 v v 5	49 v v 7
< ^ >	< ^ >
14 43 13	50 70 26
EXISTING PEAK HOUR COUNT YEAR (AUTOS):	EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2024 99 177	2024 189 211
v ^	v ^
165 < IN = 584 < 117	244 < IN = 885 < 142
298 > OUT = 584 > 163	408 > OUT = 885 > 341
v ^	v ^
79 70	89 146
EXISTING PEAK PERIOD MODEL YEAR (AUTO):	EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2018 634 815	2018 790 954
v ^	v ^
1994 < IN = 4240 < 1695	1511 < IN = 4361 < 906
1908 > OUT = 4240 > 1430	2662 > OUT = 4361 > 1893
v ^	v ^
1 3	3 3
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2018 9 16	2018 11 13
v ^	v ^
21 < IN = 61 < 18	16 < IN = 49 < 6
34 > OUT = 60 > 23	32 > OUT = 50 > 21
v ^	v ^
0 0	0 0
EXISTING PEAK HOUR MODEL YEAR (PCEs):	EXISTING PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
244 315	224 270
v ^	v ^
765 < IN = 1632 < 650	427 < IN = 1233 < 255
736 > OUT = 1631 > 551	753 > OUT = 1234 > 535
v ^	v ^
0 1	1 1
FUTURE PEAK PERIOD MODEL YEAR (AUTO):	FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2045 647 831	2045 779 1195
v ^	v ^
2746 < IN = 6100 < 2595	2019 < IN = 7136 < 1780
2596 > OUT = 6100 > 1957	4323 > OUT = 7136 > 3117
v ^	v ^
566 262	805 254
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2045 5 19	2045 10 18
v ^	v ^
31 < IN = 91 < 32	26 < IN = 95 < 22
47 > OUT = 91 > 28	58 > OUT = 96 > 37
v ^	v ^
13 7	15 5
FUTURE PEAK HOUR MODEL YEAR (PCEs):	FUTURE PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
248 322	221 339
v ^	v ^
1054 < IN = 2348 < 997	572 < IN = 2022 < 504
1002 > OUT = 2348 > 753	1225 > OUT = 2022 > 882
v ^	v ^
219 102	229 72
RAW GROWTH (PCEs): 2018 TO 2045	RAW GROWTH (PCEs): 2018 TO 2045
CONVERSION OF TRUCKS TO: 2045	CONVERSION OF TRUCKS TO: 2045
4 7	-3 69
FACTOR = 1.00 v ^	FACTOR = 1.00 v ^
289 < < 347	145 < < 249
266 > > 202	472 > > 347
v ^	v ^
219 101	228 72

Vine Street (NS) / Mission Inn Avenue (EW) - #4

MORNING PEAK HOUR	EVENING PEAK HOUR
ADJUSTED GROWTH (PCEs): 2018 TO 2045 10.00 MINIMUM GROWTH % 10 v 20 ^ 290 < IN = 730 < 350 270 > OUT = 730 > 200 v ^ 220 100	ADJUSTED GROWTH (PCEs): 2018 TO 2045 10 MINIMUM GROWTH % 20 v 70 ^ 140 < IN = 810 < 250 470 > OUT = 790 > 350 v ^ 230 70
PRORATED GROWTH (PCEs): 2024 TO 2045 21 YEARS 10 v 20 ^ 230 < < 270 210 > > 160 v ^ 170 80	PRORATED GROWTH (PCEs): 2024 TO 2045 21 YEARS 20 v 50 ^ 110 < < 190 370 > > 270 v ^ 180 50
NEW PROJECTED VOLUMES (PCEs): 2045 110 v 200 ^ 400 < < 390 510 > > 320 v ^ 250 150	NEW PROJECTED VOLUMES (PCEs): 2045 210 v 260 ^ 350 < < 330 780 > > 610 v ^ 270 200
ADT BY LEG: 2045 6,270 N 22,640 W LEG E 17,870 S 3,580	ADT BY LEG: 2045 6,270 N 22,640 W LEG E 17,870 S 3,580

Commerce Street (NS) / Mission Inn Avenue (EW) - #5

MORNING PEAK HOUR	EVENING PEAK HOUR
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):	EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2024 5 20 9	2024 10 35 6
< v >	< v >
6 ^ ^ 4	12 ^ ^ 7
112 > < 79	278 > < 80
20 v v 13	63 v v 2
< ^ >	< ^ >
31 9 8	49 13 5
EXISTING PEAK HOUR COUNT YEAR (AUTOS):	EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2024 34 19	2024 51 32
v ^	v ^
115 < IN = 316 < 96	139 < IN = 560 < 89
138 > OUT = 316 > 129	353 > OUT = 560 > 289
v ^	v ^
53 48	100 67
EXISTING PEAK PERIOD MODEL YEAR (AUTO):	EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2018 0 0	2018 0 0
v ^	v ^
1864 < IN = 3317 < 1864	954 < IN = 2930 < 954
1453 > OUT = 3317 > 1453	1976 > OUT = 2930 > 1976
v ^	v ^
0 0	0 0
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2018 0 0	2018 0 0
v ^	v ^
19 < IN = 43 < 19	7 < IN = 29 < 7
24 > OUT = 43 > 24	22 > OUT = 29 > 22
v ^	v ^
0 0	0 0
EXISTING PEAK HOUR MODEL YEAR (PCEs):	EXISTING PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
0 0	0 0
v ^	v ^
715 < IN = 1275 < 715	269 < IN = 828 < 269
560 > OUT = 1275 > 560	559 > OUT = 828 > 559
v ^	v ^
0 0	0 0
FUTURE PEAK PERIOD MODEL YEAR (AUTO):	FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2045 0 0	2045 0 0
v ^	v ^
2580 < IN = 4258 < 2580	1496 < IN = 4510 < 1496
1678 > OUT = 4258 > 1678	3014 > OUT = 4510 > 3014
v ^	v ^
0 0	0 0
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2045 0 0	2045 0 0
v ^	v ^
28 < IN = 52 < 28	17 < IN = 49 < 17
24 > OUT = 52 > 24	32 > OUT = 49 > 32
v ^	v ^
0 0	0 0
FUTURE PEAK HOUR MODEL YEAR (PCEs):	FUTURE PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
0 0	0 0
v ^	v ^
990 < IN = 1635 < 990	423 < IN = 1275 < 423
646 > OUT = 1635 > 646	852 > OUT = 1275 > 852
v ^	v ^
0 0	0 0
RAW GROWTH (PCEs): 2018 TO 2045	RAW GROWTH (PCEs): 2018 TO 2045
CONVERSION OF TRUCKS TO: 2045	CONVERSION OF TRUCKS TO: 2045
0 0	0 0
FACTOR = 1.00	FACTOR = 1.00
v ^	v ^
275 < < 275	154 < < 154
86 > > 86	293 > > 293
v ^	v ^
0 0	0 0

Commerce Street (NS) / Mission Inn Avenue (EW) - #5

MORNING PEAK HOUR	EVENING PEAK HOUR
ADJUSTED GROWTH (PCEs): 2018 TO 2045	ADJUSTED GROWTH (PCEs): 2018 TO 2045
10.00 MINIMUM GROWTH %	10 MINIMUM GROWTH %
0 v 0 ^	10 v 0 ^
280 < IN = 370 < 280	150 < IN = 450 < 150
90 > OUT = 370 > 90	290 > OUT = 440 > 290
0 v 0 ^	0 v 0 ^
PRORATED GROWTH (PCEs): 2024 TO 2045	PRORATED GROWTH (PCEs): 2024 TO 2045
21 YEARS	21 YEARS
0 v 0 ^	10 v 0 ^
220 < < 220	120 < < 120
70 > > 70	230 > > 230
0 v 0 ^	0 v 0 ^
NEW PROJECTED VOLUMES (PCEs): 2045	NEW PROJECTED VOLUMES (PCEs): 2045
30 v 20 ^	60 v 30 ^
340 < < 320	260 < < 210
210 > > 200	580 > > 520
50 v 50 ^	100 v 70 ^
ADT BY LEG:	ADT BY LEG:
2045	2045
1,110 N	1,110 N
16,020 W LEG E 16,020	16,020 W LEG E 16,020
S 2,220	S 2,220

Park Avenue (NS) / Mission Inn Avenue (EW) - #6

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2024			25	53	11			
			<	v	>			
	13	^				^	9	
	58	>				<	33	
	58	v				v	20	
			<	^	>			
			33	84	17			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2024				89	106			
				v	^			
	91	<	IN =		414	<	62	
	129	>	OUT =		414	>	86	
				v	^			
				131	134			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2018				3	22			
				v	^			
	1731	<	IN =		3141	<	1646	
	1351	>	OUT =		3141	>	1089	
				v	^			
				299	141			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2018				1	1			
				v	^			
	17	<	IN =		41	<	15	
	22	>	OUT =		41	>	14	
				v	^			
				9	3			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				1	9			
				v	^			
	663	<	IN =		1207	<	630	
	521	>	OUT =		1207	>	418	
				v	^			
				117	55			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2045				7	33			
				v	^			
	2068	<	IN =		3847	<	2112	
	1427	>	OUT =		3847	>	1347	
				v	^			
				399	301			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2045				1	2			
				v	^			
	20	<	IN =		44	<	22	
	16	>	OUT =		41	>	15	
				v	^			
				4	5			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				3	13			
				v	^			
	793	<	IN =		1477	<	810	
	548	>	OUT =		1476	>	517	
				v	^			
				153	116			

RAW GROWTH (PCEs): 2018 TO 2045
CONVERSION OF TRUCKS TO: 2045
FACTOR = 1.00

				2	5			
				v	^			
	129	<				<	179	
	27	>				>	98	
				v	^			
				36	61			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2024			13	82	9			
			<	v	>			
	16	^				^	7	
	130	>				<	30	
	119	v				v	15	
			<	^	>			
			44	71	30			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2024				104	94			
				v	^			
	87	<	IN =		566	<	52	
	265	>	OUT =		566	>	169	
				v	^			
				216	145			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2018				13	4			
				v	^			
	801	<	IN =		2757	<	804	
	1811	>	OUT =		2758	>	1574	
				v	^			
				379	129			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2018				1	1			
				v	^			
	5	<	IN =		26	<	4	
	19	>	OUT =		26	>	15	
				v	^			
				5	2			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				4	1			
				v	^			
	226	<	IN =		778	<	226	
	512	>	OUT =		779	>	444	
				v	^			
				107	37			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2045				25	12			
				v	^			
	1075	<	IN =		4313	<	1546	
	2531	>	OUT =		4313	>	2343	
				v	^			
				883	211			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2045				1	2			
				v	^			
	8	<	IN =		44	<	16	
	24	>	OUT =		44	>	23	
				v	^			
				11	3			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				7	4			
				v	^			
	303	<	IN =		1219	<	437	
	715	>	OUT =		1219	>	662	
				v	^			
				250	60			

RAW GROWTH (PCEs): 2018 TO 2045
CONVERSION OF TRUCKS TO: 2045
FACTOR = 1.00

				3	2			
				v	^			
	77	<				<	211	
	203	>				>	217	
				v	^			
				143	23			

Park Avenue (NS) / Mission Inn Avenue (EW) - #6

MORNING PEAK HOUR	EVENING PEAK HOUR
ADJUSTED GROWTH (PCEs): 2018 TO 2045 10.00 MINIMUM GROWTH % 10 v 10 ^ 130 < IN = 280 < 180 30 > OUT = 280 > 100 v ^ 40 60	ADJUSTED GROWTH (PCEs): 2018 TO 2045 10 MINIMUM GROWTH % 10 v 10 ^ 80 < IN = 440 < 210 200 > OUT = 450 > 220 v ^ 140 20
PRORATED GROWTH (PCEs): 2024 TO 2045 21 YEARS 10 v 10 ^ 100 < < 140 20 > > 80 v ^ 30 50	PRORATED GROWTH (PCEs): 2024 TO 2045 21 YEARS 10 v 10 ^ 60 < < 160 160 > > 170 v ^ 110 20
NEW PROJECTED VOLUMES (PCEs): 2045 100 v 120 ^ 190 < < 200 150 > > 170 v ^ 160 180	NEW PROJECTED VOLUMES (PCEs): 2045 110 v 100 ^ 150 < < 210 430 > > 340 v ^ 330 170
ADT BY LEG: 2045 2,660 N 12,330 W LEG E 12,600 S 4,770	ADT BY LEG: 2045 2,660 N 12,330 W LEG E 12,600 S 4,770

Commerce Street (NS) / 3rd Street (EW) - #7

MORNING PEAK HOUR	EVENING PEAK HOUR
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):	EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2024	2024
0 0 0	0 0 0
< v >	< v >
0 ^ ^ 0	0 ^ ^ 0
371 > < 377	1068 > < 421
17 v v 12	42 v v 12
< ^ >	< ^ >
7 0 9	14 0 11
EXISTING PEAK HOUR COUNT YEAR (AUTOS):	EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2024	2024
0 0	0 0
v ^	v ^
384 < IN = 793 < 389	435 < IN = 1568 < 433
388 > OUT = 793 > 380	1110 > OUT = 1568 > 1079
v ^	v ^
29 16	54 25
EXISTING PEAK PERIOD MODEL YEAR (AUTO):	EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2018	2018
0 0	0 0
v ^	v ^
1851 < IN = 2801 < 1851	1503 < IN = 3913 < 1503
950 > OUT = 2801 > 950	2410 > OUT = 3913 > 2410
v ^	v ^
0 0	0 0
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2018	2018
0 0	0 0
v ^	v ^
17 < IN = 40 < 17	21 < IN = 44 < 21
23 > OUT = 40 > 23	23 > OUT = 44 > 23
v ^	v ^
0 0	0 0
EXISTING PEAK HOUR MODEL YEAR (PCEs):	EXISTING PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
0 0	0 0
v ^	v ^
709 < IN = 1078 < 709	426 < IN = 1107 < 426
369 > OUT = 1078 > 369	681 > OUT = 1107 > 681
v ^	v ^
0 0	0 0
FUTURE PEAK PERIOD MODEL YEAR (AUTO):	FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2045	2045
0 0	0 0
v ^	v ^
1952 < IN = 3294 < 1952	1842 < IN = 4677 < 1842
1342 > OUT = 3294 > 1342	2835 > OUT = 4677 > 2835
v ^	v ^
0 0	0 0
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2045	2045
0 0	0 0
v ^	v ^
19 < IN = 49 < 19	25 < IN = 52 < 25
30 > OUT = 49 > 30	27 > OUT = 52 > 27
v ^	v ^
0 0	0 0
FUTURE PEAK HOUR MODEL YEAR (PCEs):	FUTURE PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
0 0	0 0
v ^	v ^
748 < IN = 1268 < 748	522 < IN = 1323 < 522
520 > OUT = 1268 > 520	801 > OUT = 1323 > 801
v ^	v ^
0 0	0 0
RAW GROWTH (PCEs): 2018 TO 2045	RAW GROWTH (PCEs): 2018 TO 2045
CONVERSION OF TRUCKS TO: 2045	CONVERSION OF TRUCKS TO: 2045
0 0	0 0
FACTOR = 1.00	FACTOR = 1.00
v ^	v ^
39 < < 39	96 < < 96
151 > > 151	120 > > 120
v ^	v ^
0 0	0 0

Commerce Street (NS) / 3rd Street (EW) - #7

MORNING PEAK HOUR	EVENING PEAK HOUR
ADJUSTED GROWTH (PCEs): 2018 TO 2045 10.00 MINIMUM GROWTH % 0 0 v ^ 40 < IN = 190 < 40 150 > OUT = 190 > 150 v ^ 0 0	ADJUSTED GROWTH (PCEs): 2018 TO 2045 10 MINIMUM GROWTH % 0 0 v ^ 100 < IN = 220 < 100 120 > OUT = 220 > 120 v ^ 0 0
PRORATED GROWTH (PCEs): 2024 TO 2045 21 YEARS 0 0 v ^ 30 < 120 > v ^ 0 0	PRORATED GROWTH (PCEs): 2024 TO 2045 21 YEARS 0 0 v ^ 80 < < 80 90 > > 90 v ^ 0 0
NEW PROJECTED VOLUMES (PCEs): 2045 0 0 v ^ 410 < < 420 510 > > 500 v ^ 30 20	NEW PROJECTED VOLUMES (PCEs): 2045 0 0 v ^ 520 < < 510 1200 > > 1170 v ^ 50 30
ADT BY LEG: 2045 0 N 21,130 W LEG E 20,730 S 1,000	ADT BY LEG: 2045 0 N 21,130 W LEG E 20,730 S 1,000

Project Driveway (NS) / Mission Inn Avenue (EW) - #10

MORNING PEAK HOUR	EVENING PEAK HOUR
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):	EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2024	2024
0 0 0 < v > 0 ^ ^ 0 121 > < 90 8 v v 3 < ^ > 6 0 6	0 0 0 < v > 0 ^ ^ 0 271 > < 78 16 v v 2 < ^ > 11 0 5
EXISTING PEAK HOUR COUNT YEAR (AUTOS):	EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2024	2024
0 0 v ^ 96 < IN = 234 < 93 129 > OUT = 234 > 127 v ^ 11 12	0 0 v ^ 89 < IN = 383 < 80 287 > OUT = 383 > 276 v ^ 18 16
EXISTING PEAK PERIOD MODEL YEAR (AUTO):	EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2018	2018
0 0 v ^ 1864 < IN = 3317 < 1864 1453 > OUT = 3317 > 1453 v ^ 0 0	0 0 v ^ 954 < IN = 2930 < 954 1976 > OUT = 2930 > 1976 v ^ 0 0
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2018	2018
0 0 v ^ 19 < IN = 43 < 19 24 > OUT = 43 > 24 v ^ 0 0	0 0 v ^ 7 < IN = 29 < 7 22 > OUT = 29 > 22 v ^ 0 0
EXISTING PEAK HOUR MODEL YEAR (PCEs):	EXISTING PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
0 0 v ^ 715 < IN = 1275 < 715 560 > OUT = 1275 > 560 v ^ 0 0	0 0 v ^ 269 < IN = 828 < 269 559 > OUT = 828 > 559 v ^ 0 0
FUTURE PEAK PERIOD MODEL YEAR (AUTO):	FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2045	2045
0 0 v ^ 2580 < IN = 4258 < 2580 1678 > OUT = 4258 > 1678 v ^ 0 0	0 0 v ^ 1496 < IN = 4510 < 1496 3014 > OUT = 4510 > 3014 v ^ 0 0
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2045	2045
0 0 v ^ 28 < IN = 52 < 28 24 > OUT = 52 > 24 v ^ 0 0	0 0 v ^ 17 < IN = 49 < 17 32 > OUT = 49 > 32 v ^ 0 0
FUTURE PEAK HOUR MODEL YEAR (PCEs):	FUTURE PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
0 0 v ^ 990 < IN = 1635 < 990 646 > OUT = 1635 > 646 v ^ 0 0	0 0 v ^ 423 < IN = 1275 < 423 852 > OUT = 1275 > 852 v ^ 0 0
RAW GROWTH (PCEs): 2018 TO 2045	RAW GROWTH (PCEs): 2018 TO 2045
CONVERSION OF TRUCKS TO: 2045	CONVERSION OF TRUCKS TO: 2045
FACTOR = 1.00	FACTOR = 1.00
0 0 v ^ 275 < < 275 86 > > 86 v ^ 0 0	0 0 v ^ 154 < < 154 293 > > 293 v ^ 0 0

Project Driveway (NS) / Mission Inn Avenue (EW) - #10

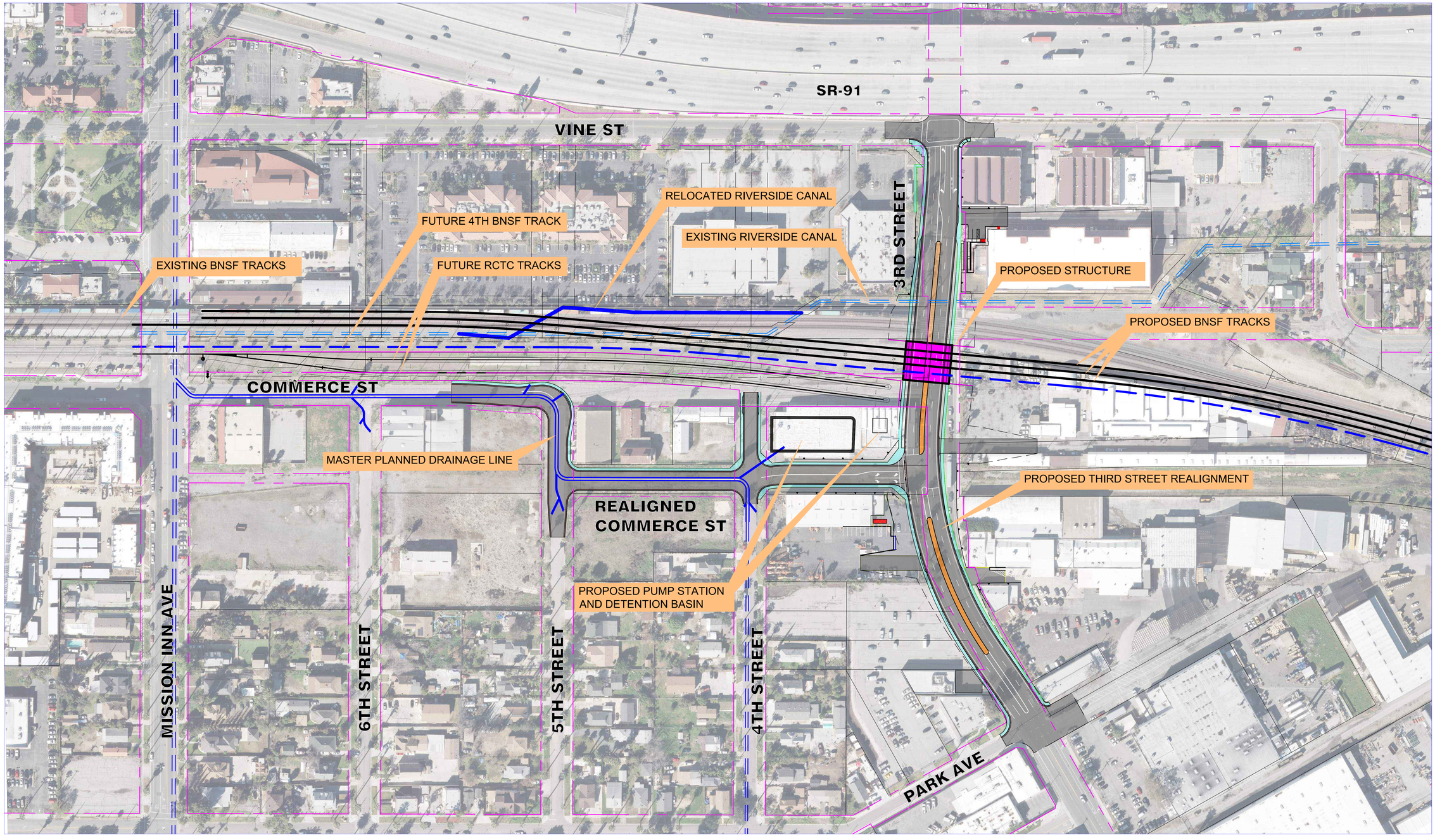
MORNING PEAK HOUR										EVENING PEAK HOUR									
ADJUSTED GROWTH (PCEs):	2018	TO	2045							ADJUSTED GROWTH (PCEs):	2018	TO	2045						
10.00 MINIMUM GROWTH %						0	0			10 MINIMUM GROWTH %						0	0		
						v	^									v	^		
			280	<	IN =	370	<	280					150	<	IN =	440	<	150	
			90	>	OUT =	370	>	90					290	>	OUT =	440	>	290	
						v	^									v	^		
						0	0									0	0		
PRORATED GROWTH (PCEs):	2024	TO	2045							PRORATED GROWTH (PCEs):	2024	TO	2045						
21 YEARS						0	0			21 YEARS						0	0		
						v	^									v	^		
			220	<			<	220					120	<			<	120	
			70	>			>	70					230	>			>	230	
						v	^									v	^		
						0	0									0	0		
NEW PROJECTED VOLUMES (PCEs):	2045									NEW PROJECTED VOLUMES (PCEs):	2045								
						0	0									0	0		
						v	^									v	^		
			320	<			<	310					210	<			<	200	
			200	>			>	200					520	>			>	510	
						v	^									v	^		
						10	10									20	20		
ADT BY LEG:										ADT BY LEG:									
2045						0				2045						0			
						N										N			
			16,020		W	LEG	E	16,020					16,020		W	LEG	E	16,020	
						S										S			
						440										440			

APPENDIX G

3RD STREET GRADE SEPARATION PROJECT
PRELIMINARY LAYOUT PLAN

Third Street Grade Separation at BNSF Railroad

City of Riverside



APPENDIX H

TRAFFIC SIGNAL WARRANT WORKSHEET

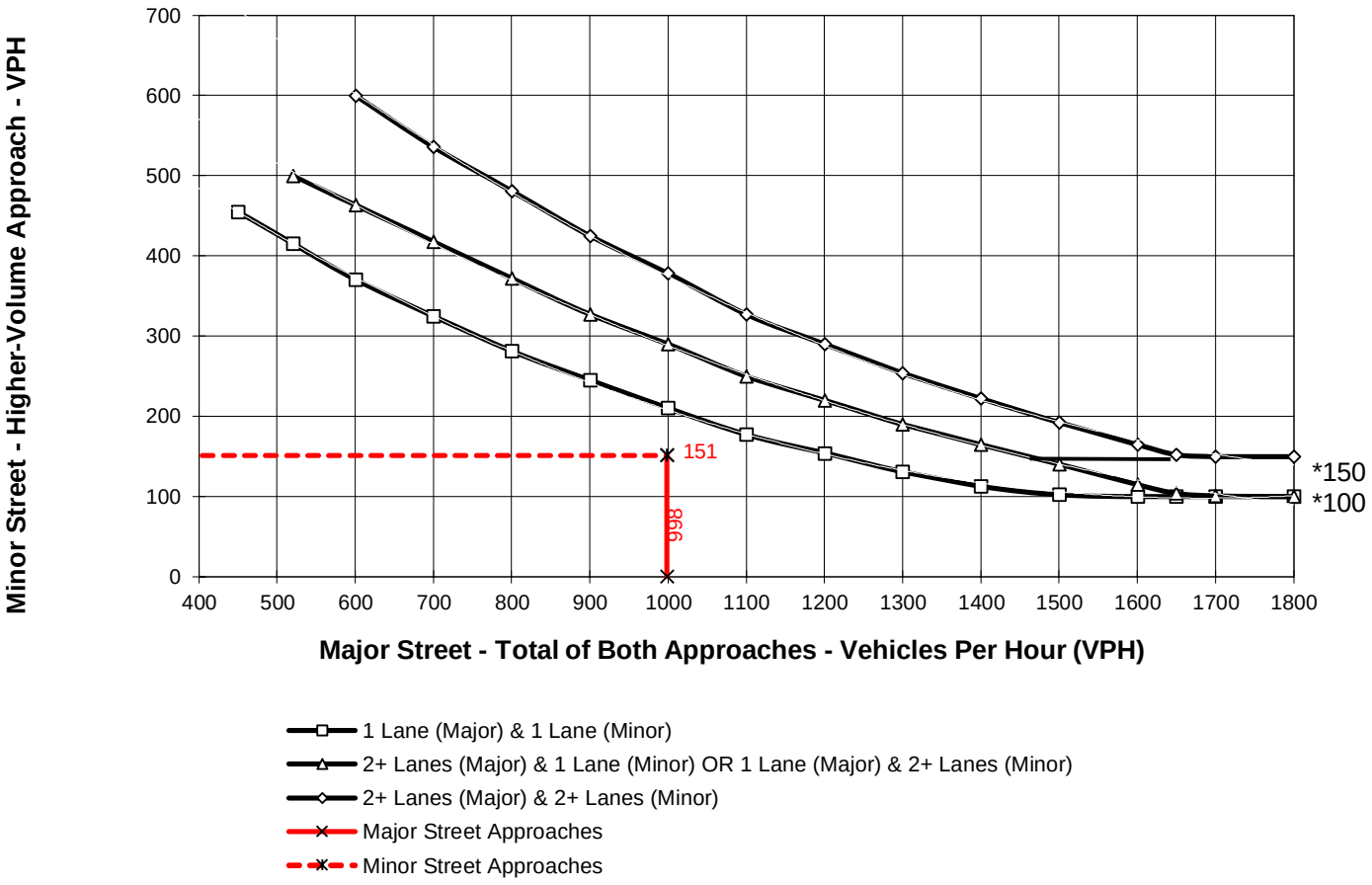
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Buildout 2045 With Project - AM**

Major Street Name = **Mission Inn Avenue** Total of Both Approaches (VPH) = **998**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Vine Street** High Volume Approach (VPH) = **151**
Number of Approach Lanes On Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



Note:

* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major street approaches with less than 400 vph are low volume and outside the graph boundaries.

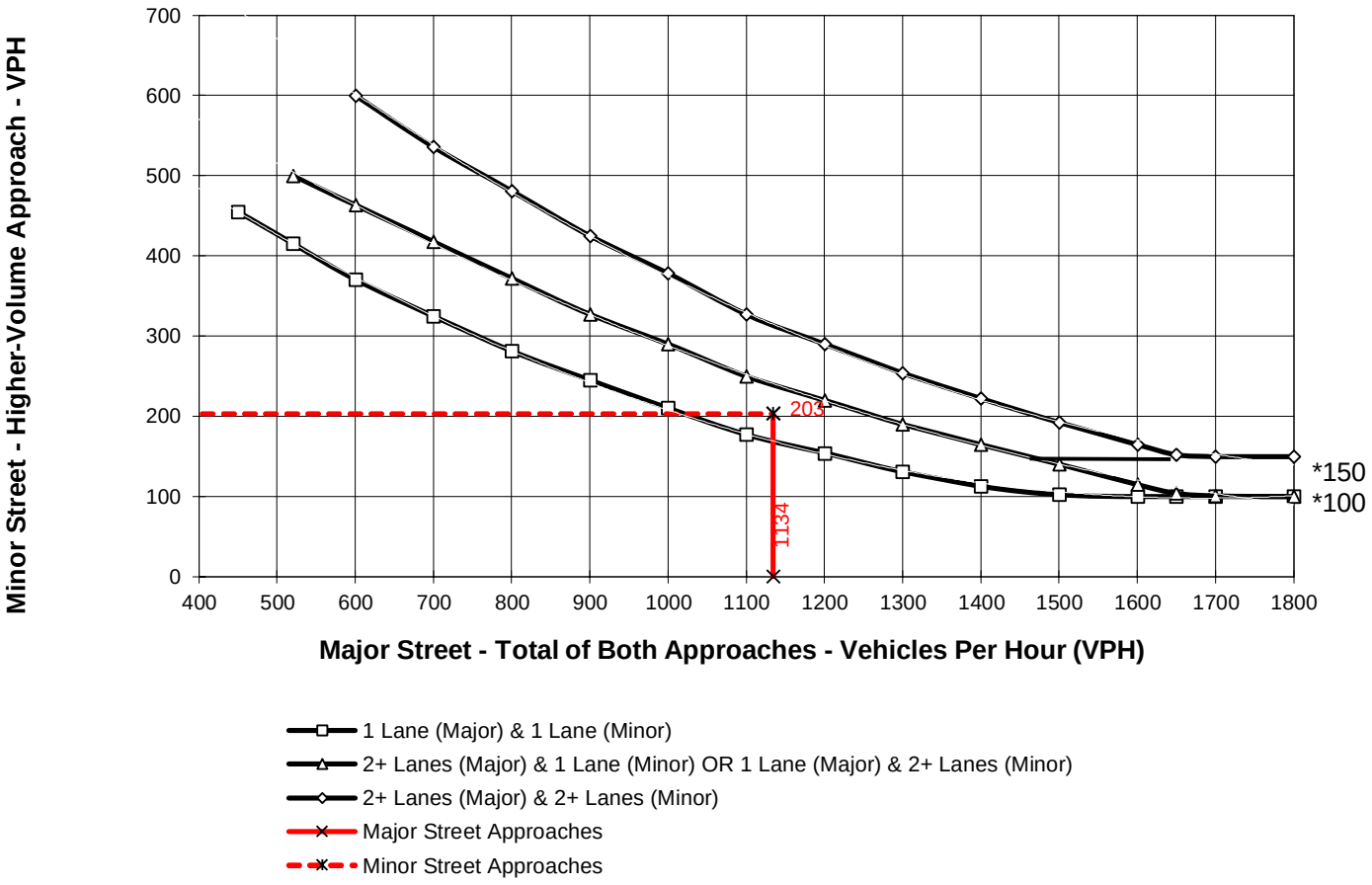
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Buildout 2045 With Project - PM**

Major Street Name = **Mission Inn Avenue** Total of Both Approaches (VPH) = **1134**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Vine Street** High Volume Approach (VPH) = **203**
Number of Approach Lanes On Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



Note:

* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major street approaches with less than 400 vph are low volume and outside the graph boundaries.

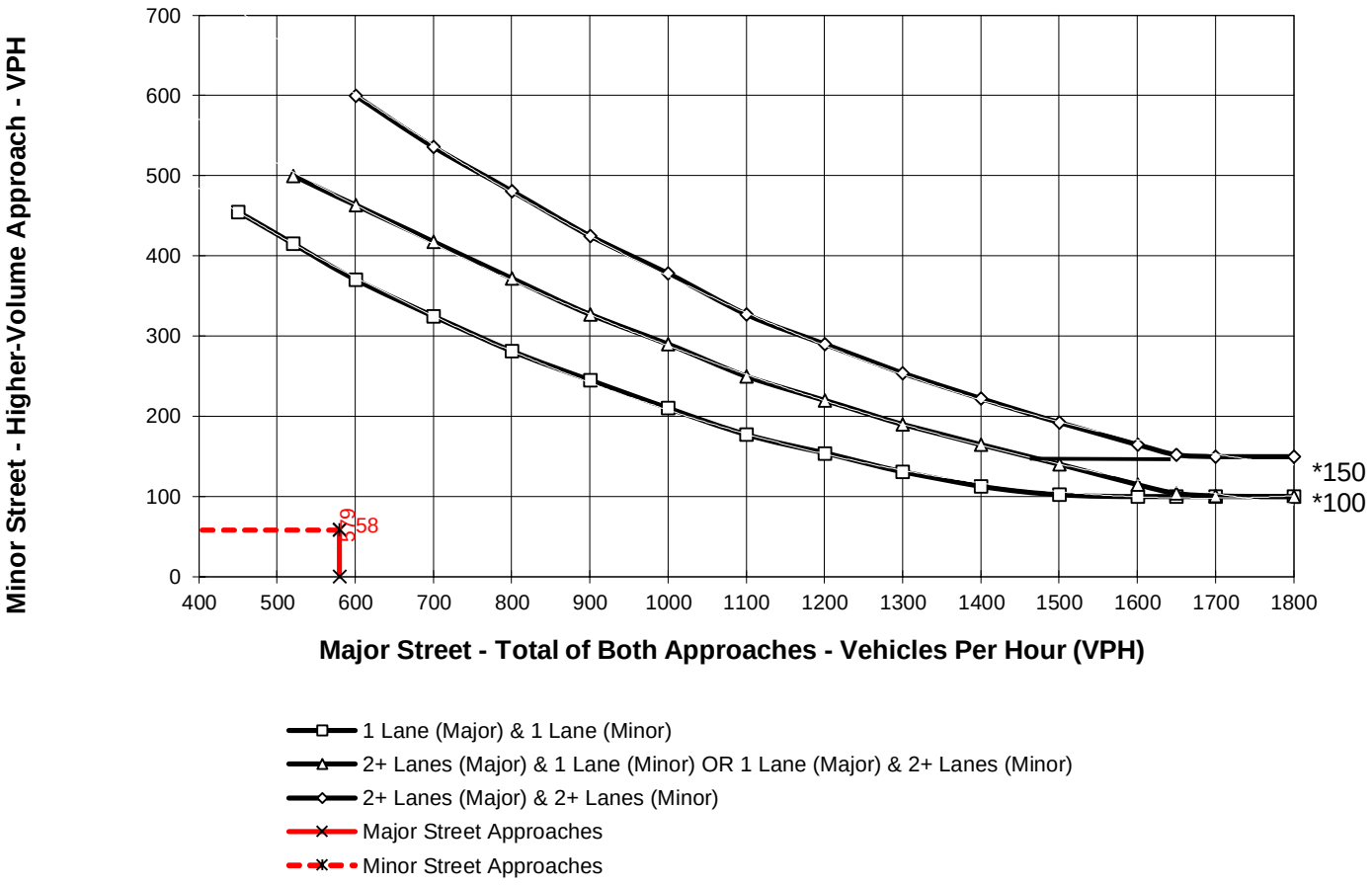
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Buildout 2045 With Project - AM**

Major Street Name = **Mission Inn Avenue** Total of Both Approaches (VPH) = **579**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Commerce Street** High Volume Approach (VPH) = **58**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



Note:

* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major street approaches with less than 400 vph are low volume and outside the graph boundaries.

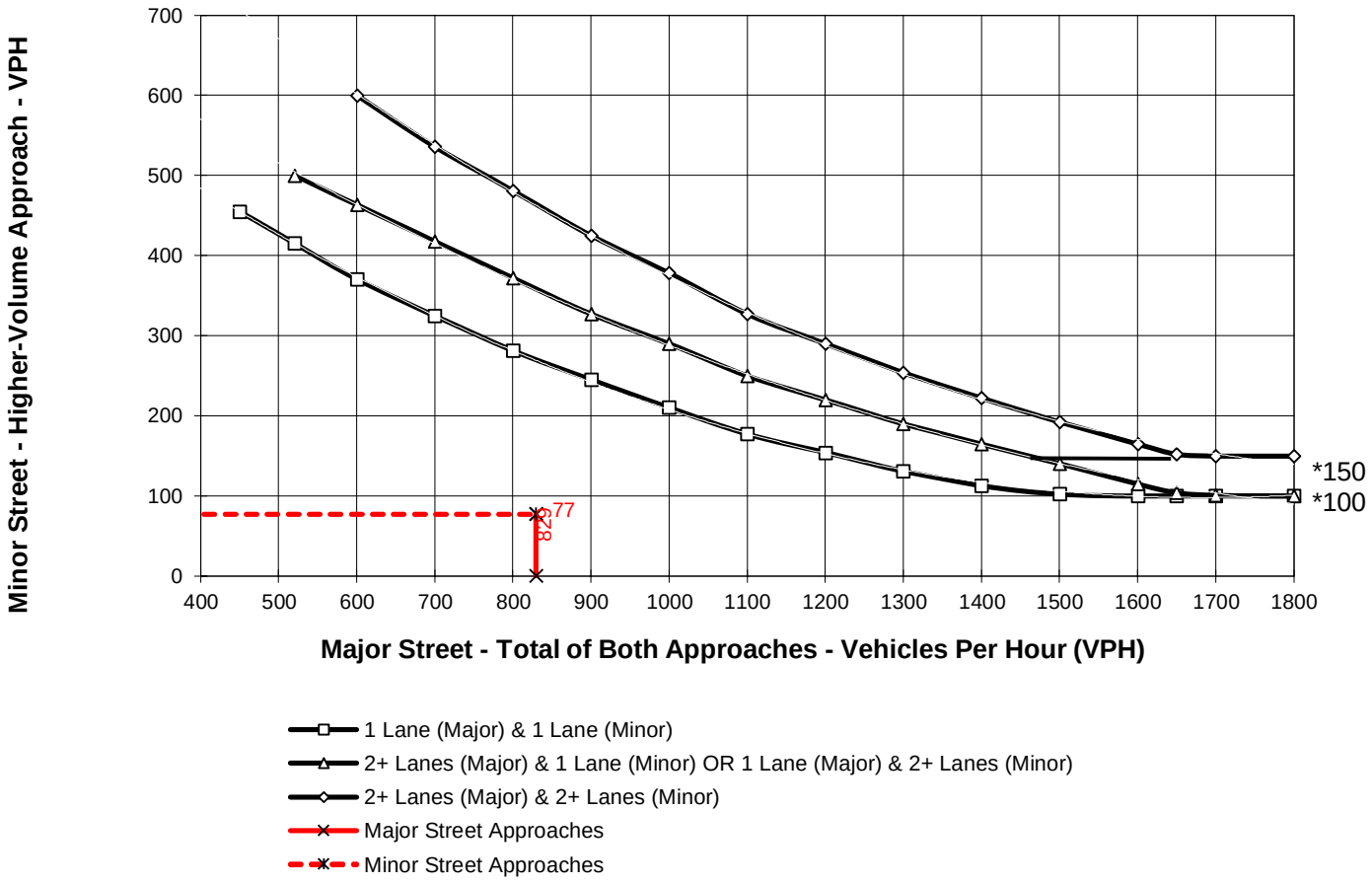
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Buildout 2045 With Project - PM**

Major Street Name = **Mission Inn Avenue** Total of Both Approaches (VPH) = **829**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Commerce Street** High Volume Approach (VPH) = **77**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



Note:

* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major street approaches with less than 400 vph are low volume and outside the graph boundaries.

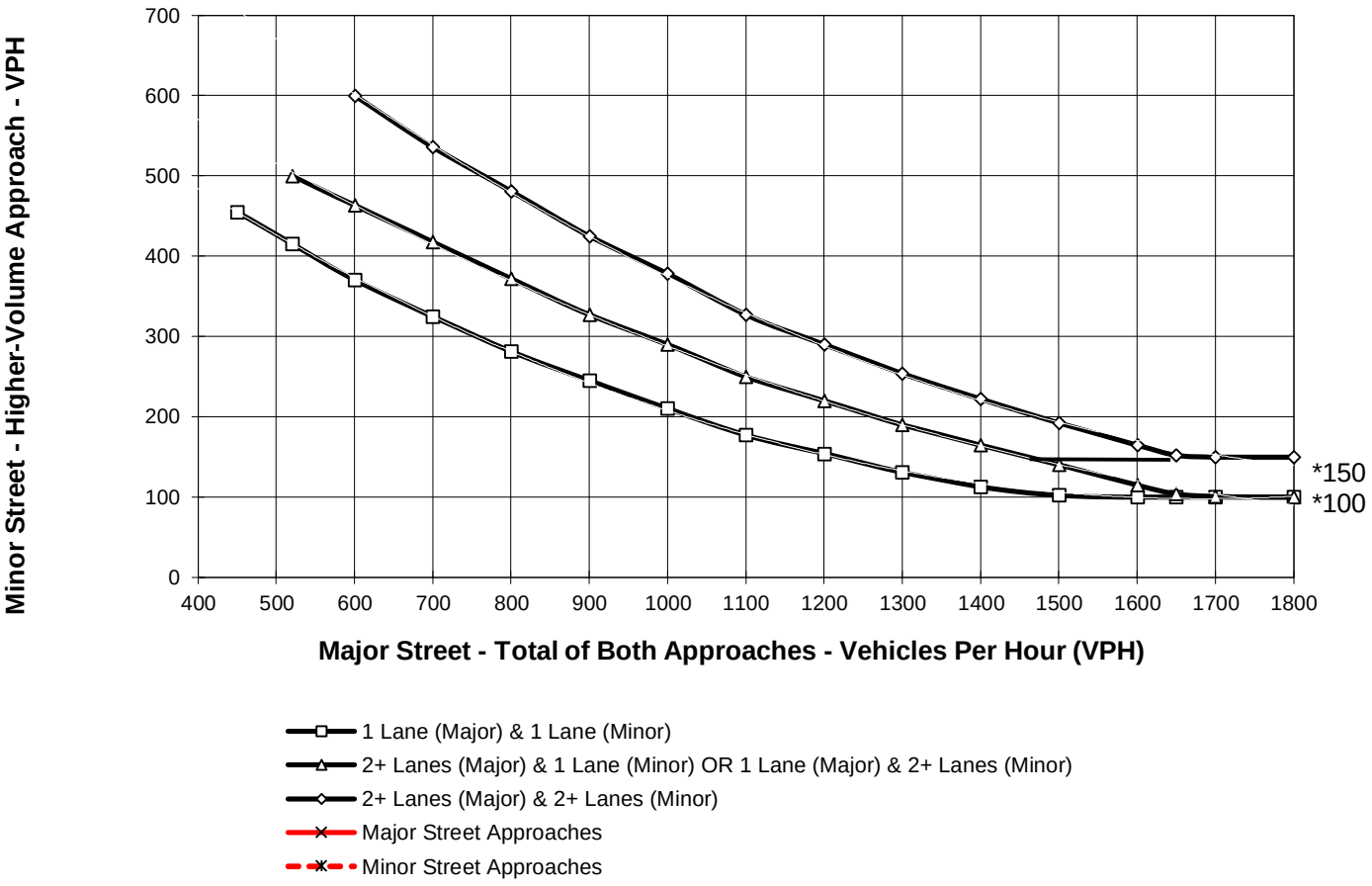
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Buildout 2045 With Project - AM**

Major Street Name = **Mission Inn Avenue** Total of Both Approaches (VPH) = **385**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Park Avenue** High Volume Approach (VPH) = **187**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



Note:

* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major street approaches with less than 400 vph are low volume and outside the graph boundaries.

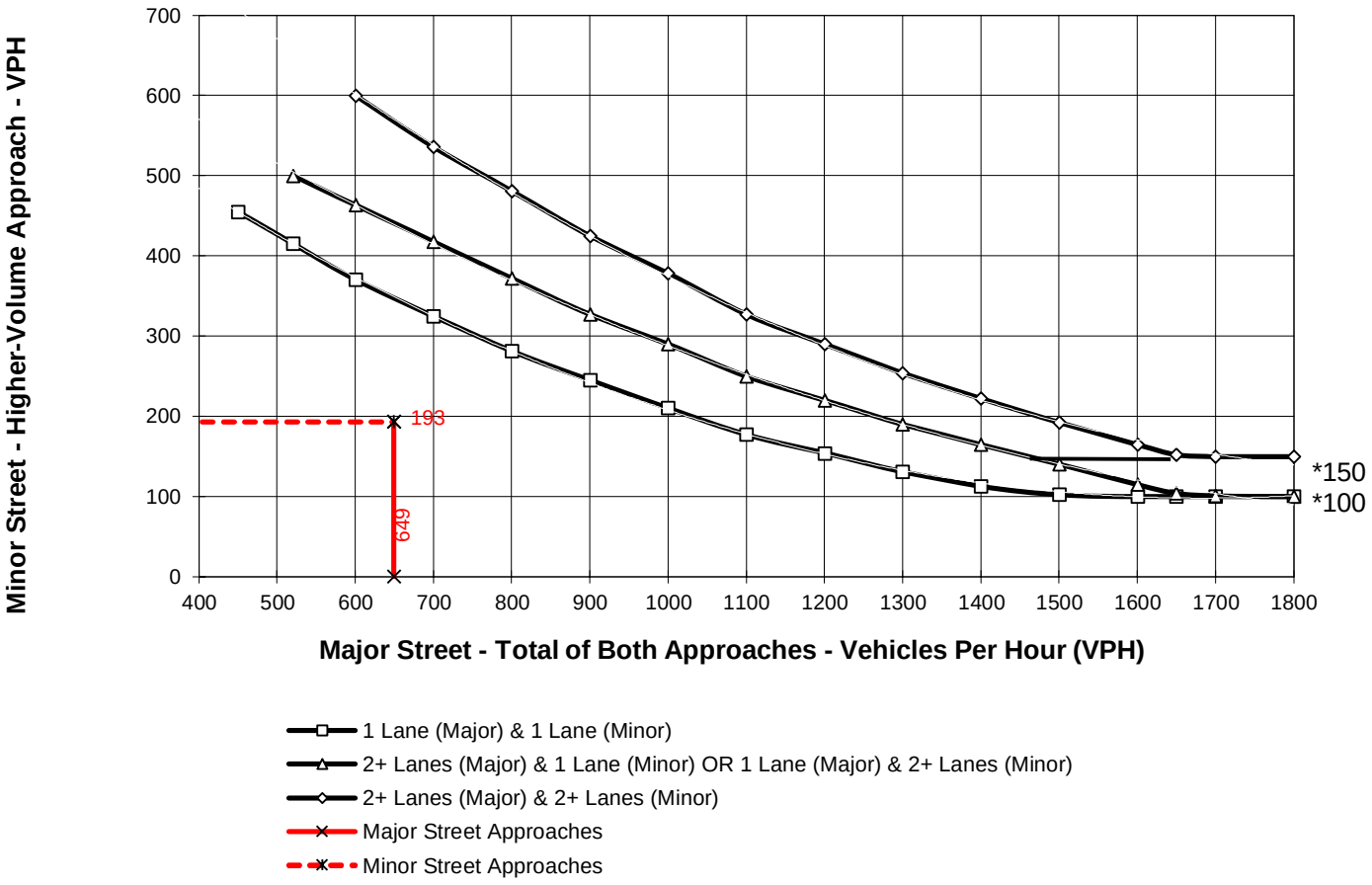
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Buildout 2045 With Project - PM**

Major Street Name = **Mission Inn Avenue** Total of Both Approaches (VPH) = **649**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Park Avenue** High Volume Approach (VPH) = **193**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



Note:

* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major street approaches with less than 400 vph are low volume and outside the graph boundaries.

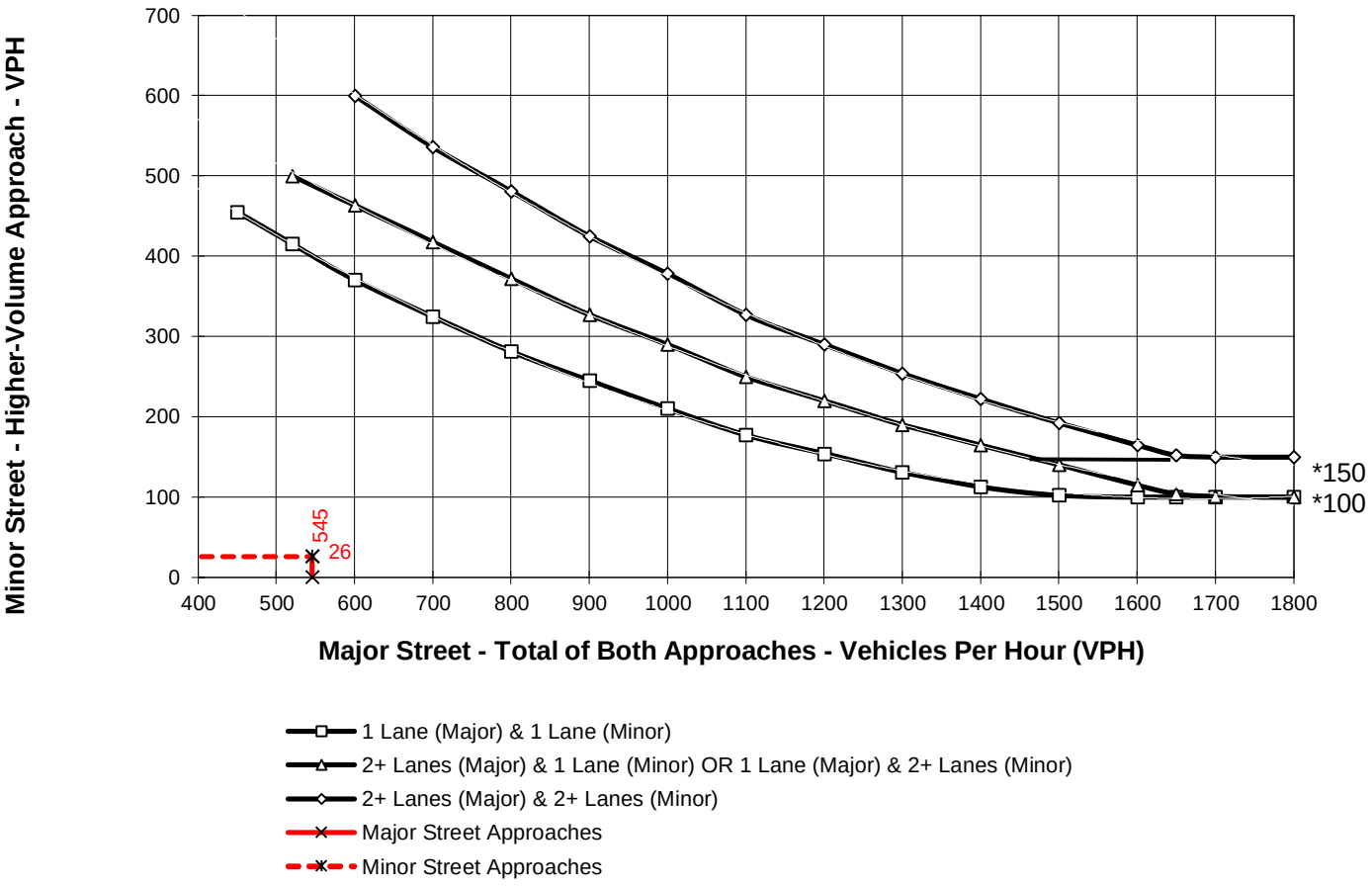
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Buildout 2045 With Project - AM**

Major Street Name = **Mission Inn Avenue** Total of Both Approaches (VPH) = **545**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Project Dwy** High Volume Approach (VPH) = **26**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



Note:

* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major street approaches with less than 400 vph are low volume and outside the graph boundaries.

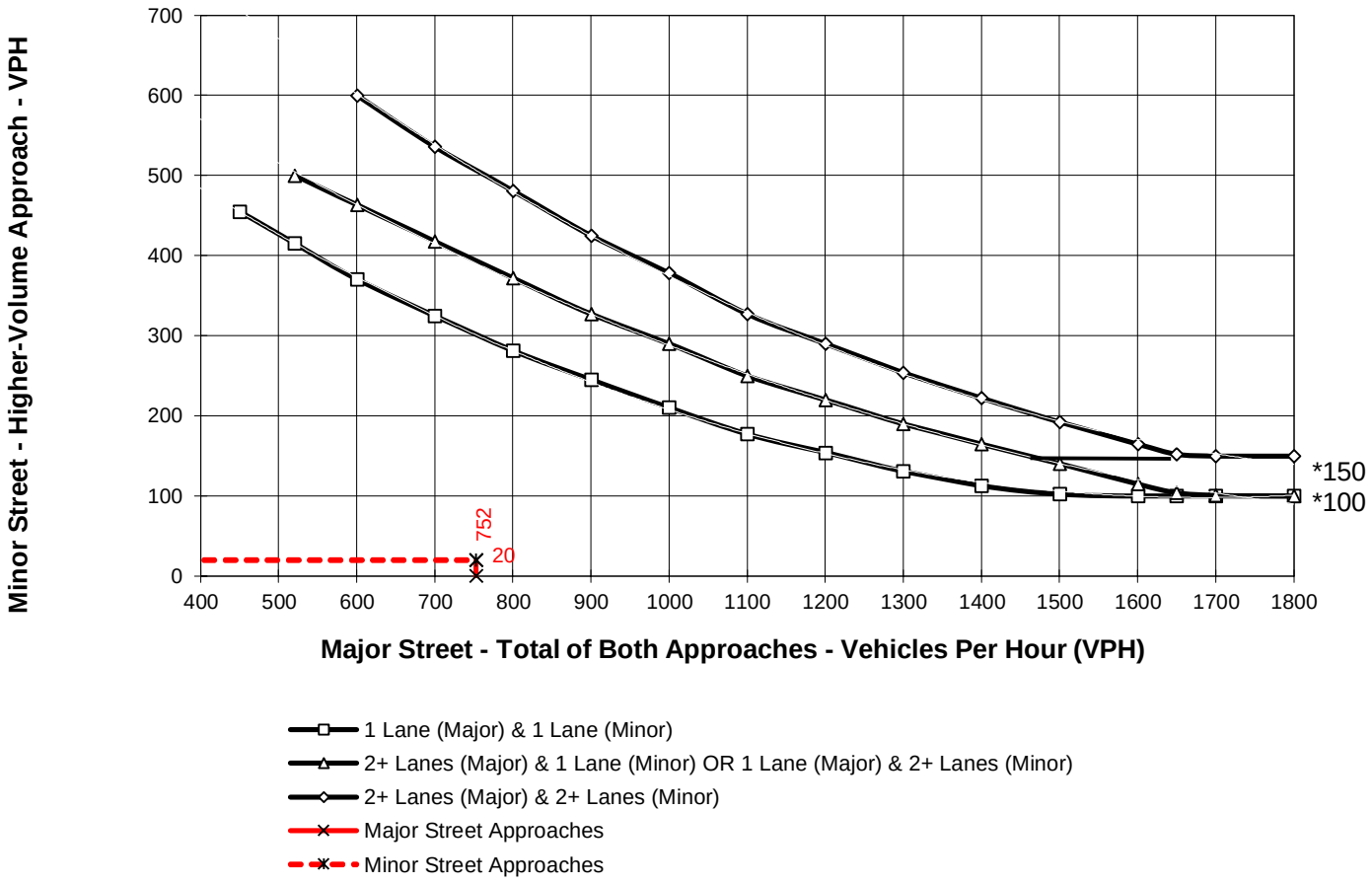
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Buildout 2045 With Project - PM**

Major Street Name = **Mission Inn Avenue** Total of Both Approaches (VPH) = **752**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Project Dwy** High Volume Approach (VPH) = **20**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



Note:

* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major street approaches with less than 400 vph are low volume and outside the graph boundaries.

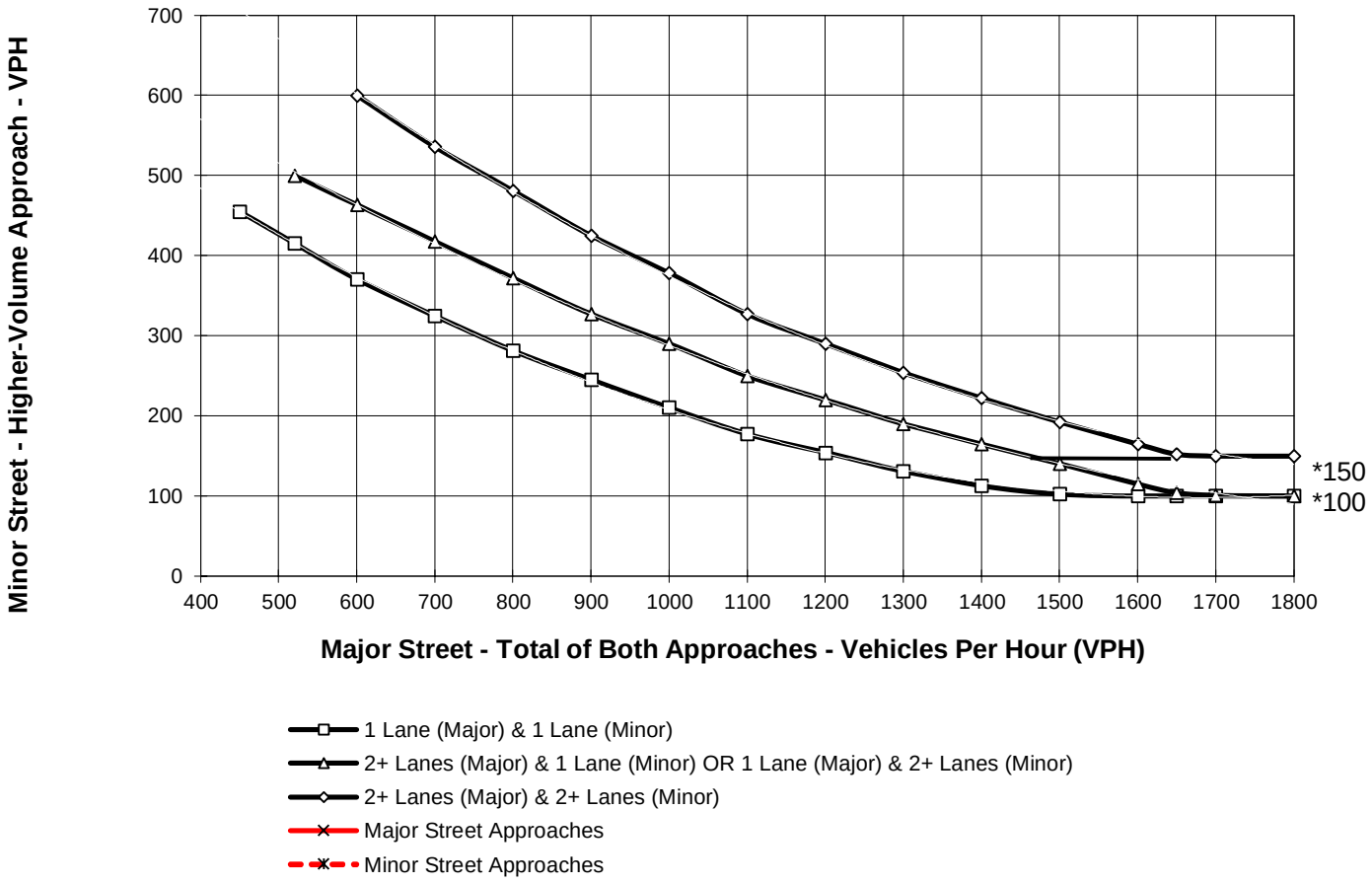
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Buildout 2045 With Project - AM**

Major Street Name = **Project Dwy**
Total of Both Approaches (VPH) = **28**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **5th Street**
High Volume Approach (VPH) = **9**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



Note:

* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major street approaches with less than 400 vph are low volume and outside the graph boundaries.

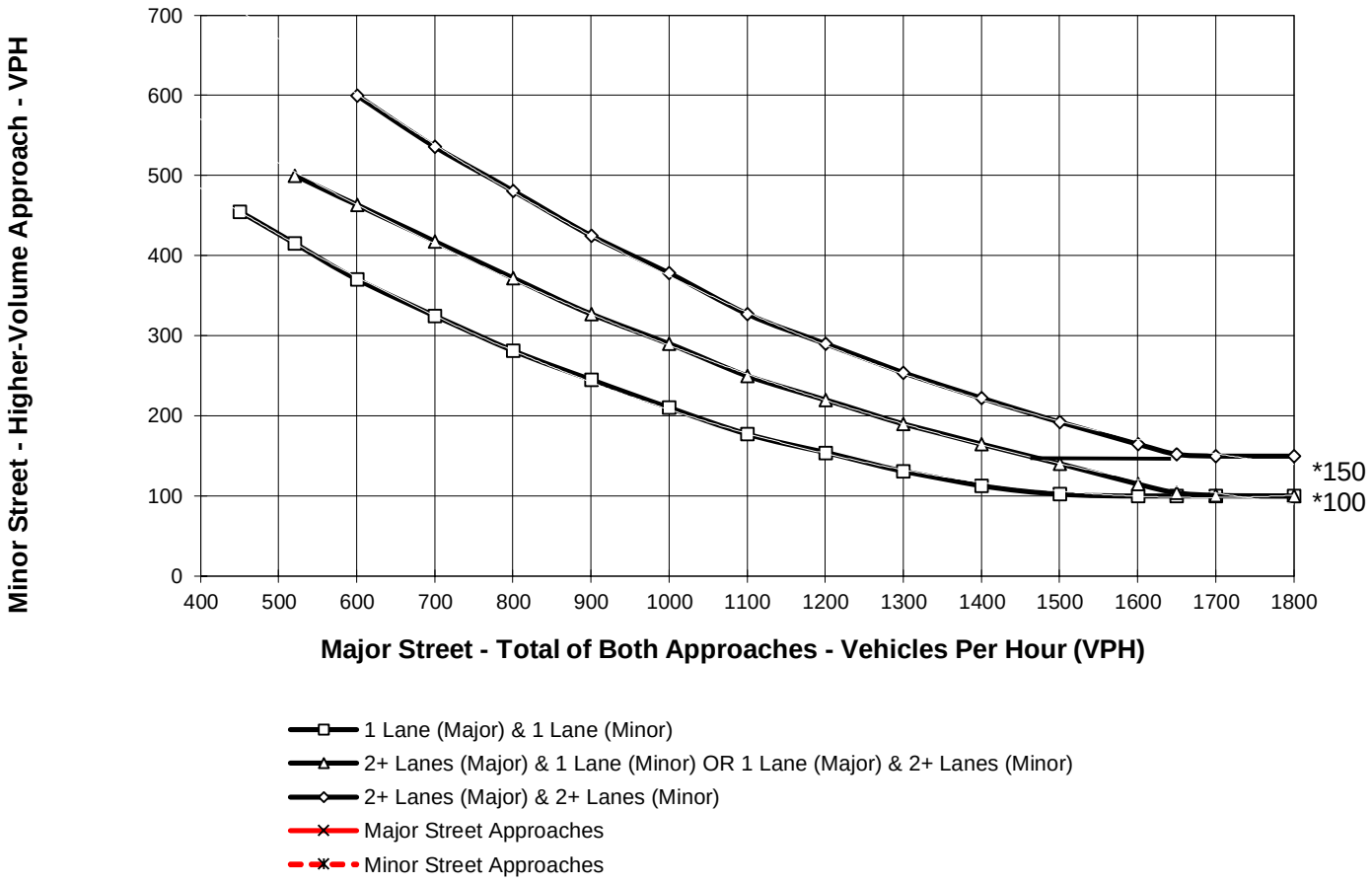
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Buildout 2045 With Project - PM**

Major Street Name = **5th Street**
Total of Both Approaches (VPH) = **19**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Project Dwy**
High Volume Approach (VPH) = **10**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



Note:

* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major street approaches with less than 400 vph are low volume and outside the graph boundaries.

APPENDIX I

ROADWAY CONCEPT PLAN (ADJACENT TO PROJECT)

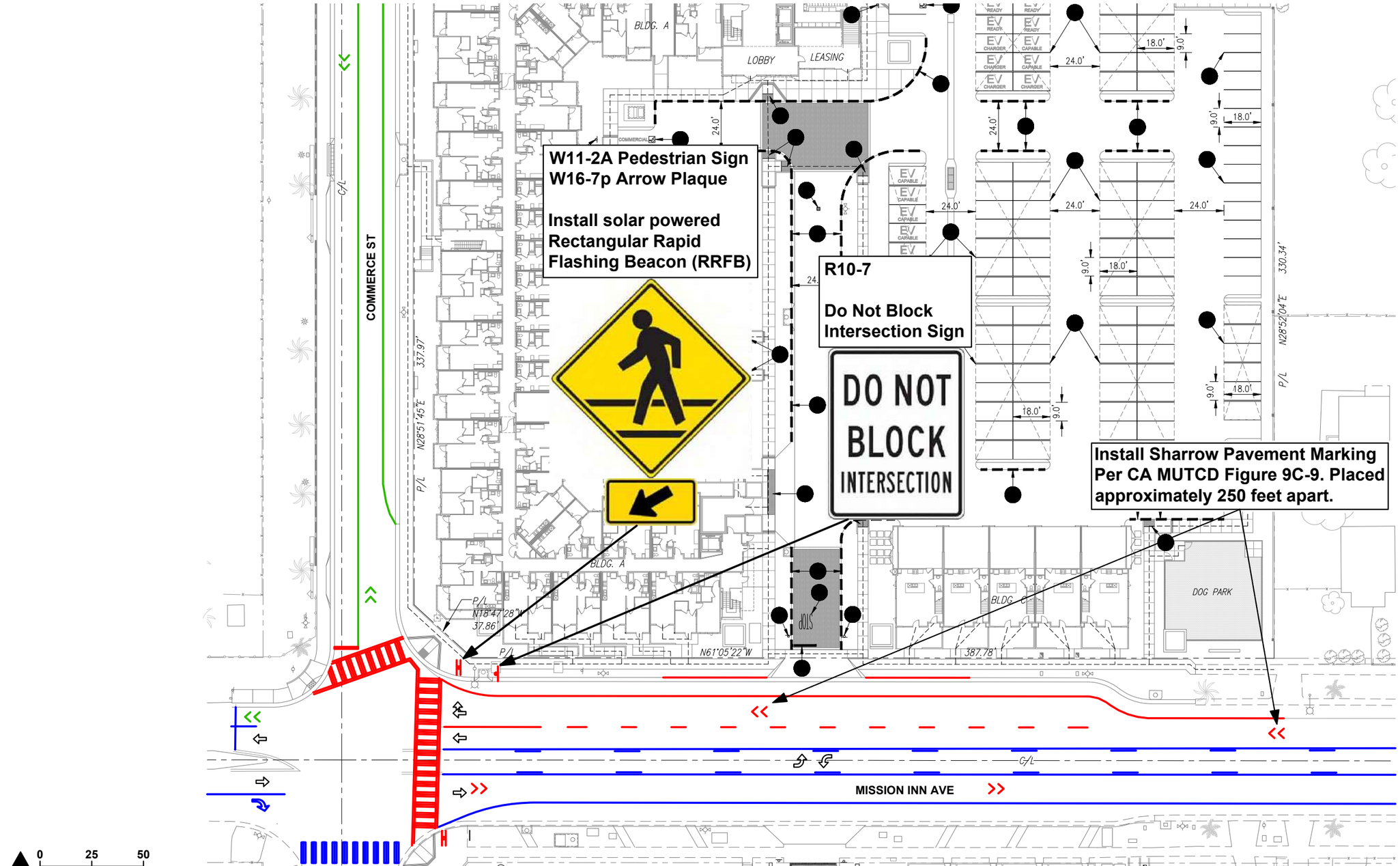


Figure 1
Conceptual Roadway Plan

Legend

- Existing Pavement Marking
- Proposed Pavement Marking
- 3SGS Project by Others

Figure 2
Conceptual Roadway Plan

APPENDIX J

CALIFORNIA MUTCD 3B.18

Section 3B.18 Crosswalk Markings

Support:

01 Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops.

02 In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs.

03 At non-intersection locations, crosswalk markings legally establish the crosswalk.

Standard:

04 **When crosswalk lines are used, they shall consist of solid white lines that mark the crosswalk. They shall not be less than ~~6~~ 12 inches or greater than 24 inches in width.**

Guidance:

05 *If transverse lines are used to mark a crosswalk, the gap between the lines should not be less than 6 feet. If diagonal or longitudinal lines are used without transverse lines to mark a crosswalk, the crosswalk should be not less than 6 feet wide.*

06 *Crosswalk lines, if used on both sides of the crosswalk, should extend across the full width of pavement or to the edge of the intersecting crosswalk to discourage diagonal walking between crosswalks (see Figures 3B-17 and 3B-19).*

07 *At locations controlled by traffic control signals or on approaches controlled by STOP or YIELD signs, crosswalk lines should be installed where engineering judgment indicates they are needed to direct pedestrians to the proper crossing path(s).*

08 *Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.*

09 *New marked crosswalks across uncontrolled roadways should include ~~alone, without~~ other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, ~~should not be installed across uncontrolled roadways~~ where the speed limit exceeds 40 mph and either:*

A. The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or

B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater.

09a *If a marked crosswalk exists across an uncontrolled roadway where the speed limit exceeds 40 mph and the roadway has four or more lanes of travel and an ADT of 12,000 vehicles per day or greater, advanced yield lines with associated Yield Here to Pedestrians (R1-5, R1-5a) signs should be placed 20 to 50 ft in advance of the crosswalk, adequate visibility should be provided by parking prohibitions, pedestrian crossing (W11-2) warning signs with diagonal downward pointing arrow (W16-7p) plaques should be installed at the crosswalk, and a high-visibility crosswalk marking pattern should be used (See Figure 3B-17(CA)).*

Support:

10 Chapter 4F contains information on Pedestrian Hybrid Beacons. Section 4L.03 contains information regarding Warning Beacons to provide active warning of a pedestrian's presence. Section 4N.02 contains information regarding In-Roadway Warning Lights at crosswalks. Chapter 7D contains information regarding school crossing supervision.

APPENDIX K

ROADWAY CONCEPT PLAN (PROJECT VICINITY)