

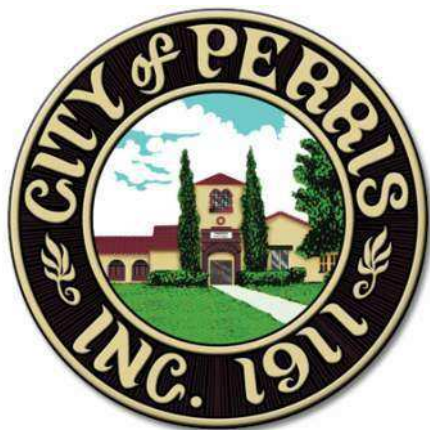


TRAFFIC IMPACT ANALYSIS

WAREHOUSE BUILDING

CASE # PLN 18-00011

PREPARED FOR:



MARCH 2019



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March 29, 2019

Adam Schmid
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RE: Traffic Impact Analysis Report for Case# PLN18-00011 Warehouse in the City of Perris, CA.

Dear Adam,

We are pleased to submit herewith our Traffic Impact Analysis Report for the proposed DPR 17-00002 Warehouse Project, which we have prepared at your request.

If you have any questions regarding this report, please call the undersigned for clarification.

Sincerely yours,

ALBERT A. WEBB ASSOCIATES



Nicholas Lowe, P.E.
Associate Engineer



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LIST OF DEFINITIONS & ACRONYMS

Access		Any entrance or exit point to a primary highway
Annual Average Daily Traffic	AADT	The total annual volume of traffic passing a point or segment of a highway in both directions divided by the number of days in the year
Capacity		The maximum hourly rate at which vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions
Decision Sight Distance		The distance required for a driver to detect an unexpected or otherwise difficult-to-perceive information source or hazard in a roadway environment that may be visually cluttered, recognize the hazard or its threat potential, select an appropriate speed and path, and initiate and complete the required maneuver safely and efficiently
Design year		20 years following the opening year or year the project is open to traffic
Development traffic		Traffic volumes that are generated by the development
Directional Distribution		The directional split of traffic during the peak or design hour, commonly expressed as a percentage in the peak and off-peak flow directions
Highway Capacity Manual	HCM	A manual published by the Transportation Research Board as a means of standardizing the techniques used to evaluate the quality of service provided by various transportation facilities
Institute of Transportation Engineers	ITE	An international educational and scientific association of transportation professionals. ITE facilitates the application of technology and scientific principles to research, planning, functional design, implementation, operation, policy development, and management for all transportation modes
Intersection Sight Distance		The distance at which a motorist attempting to enter or cross a highway should be able to observe traffic in order to make his desired movement. The required distance varies with the speed of the traffic on the main highway

Level of Service	LOS	A qualitative measure describing operational conditions within a traffic stream based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience.
Opening Year		The year the project is scheduled to be open to traffic
Pass-by Trips		Trips that would have traveled on a street adjacent to a retail land use even if the retail land use was not present
Peak Hour		That hour during which the maximum amount of travel occurs. It may be specified as the morning peak hour or the afternoon or evening peak hour
Queuing		A stacking of vehicles waiting to be serviced and/or processed
Sight Distance		The distance visible to the driver of a passenger vehicle measured along the normal travel path of a roadway from a designated location and to a specified height above the roadway when the view is unobstructed by traffic
Stopping Sight Distance		The distance required by a driver of a vehicle, traveling at a given speed, to bring the vehicle to a stop after an object on the roadway becomes visible. It includes the distance traveled during driver perception and reaction times and the vehicle braking distance
Study Area		The portion(s) of the transportation system, which is directly affected by the planned development, to be included within the scope of the TIA analysis
Traffic Impact		The effect of site traffic on highway operations and safety
Traffic Impact Analysis	TIA	A traffic engineering study, which determines the potential traffic impacts of a proposed traffic generator. A complete analysis includes an estimation of future traffic with and without the proposed generator, analysis to traffic impacts, and recommended roadway improvements, which may be necessary to accommodate the expected traffic

Traffic Impact Study	TIS	A TIA that requires more comprehensive analysis and documentation based on forecasted traffic that is above a defined traffic threshold
Trip Distribution		The allocation of the site-generated traffic among all possible approach and departure routes
Trip Generation		The estimation of the number of origins from and destinations to a site resulting from the land-use activity on that site
Capital Investment Program	CIP	
Gross Floor Area	GFA	
Highway Capacity Manual	HCM	
High-Occupancy Vehicle	HOV	
Land Use	LU	
Volume to Capacity	V/C	
South Bound Left	SBL	
North Bound Left	NBL	
North Bound Right	NBR	
South Bound Right	SBR	
West Bound Right	WBR	
West Bound Left	WBL	
East Bound Right	EBR	
North Bound Through	NBT	

South Bound Through	SBT	
East Bound Through	EBT	
West Bound Through	WBT	
Thousand Square Feet	TSF	
Passenger Car Equivalent	PCE	
San Bernardino County Association of Governments	SANBAG	
Manual of Uniform Traffic Control Devices	MUTCD	
Right-In Right-Out	RIRO	
Existing Plus Ambient Growth Plus Cumulative Plus Project	EACP	

1.0 EXECUTIVE SUMMARY

1.1 Proposed Development of a Warehouse Building

The purpose of this study is to evaluate the effects on traffic circulation produced from the proposed potential development of a 148,297 SF Warehouse Building, 82 vehicle parking stalls, 21 trailer parking stalls and 24 dock doors (Project). The site located at the southeast corner of Perry Street and Barrett Avenue in the City of Perris. The site would house either the Project Parking Lot (Case # PLN18-05300) or the Project Warehouse Building (Case # PLN18-00011); therefore, two separate reports were prepared for the same site. The effects on traffic circulation from the Project Parking Lot were presented on a secondary report. The Project will construct in one phase.

This Traffic Impact Analysis presents two access options for the Project, Option 1 and Option 2 as described below. These two options are being analyzed per a request by the City of Perris to analyze impacts with and without a 4-legged intersection at Indian Avenue and Perry Street:

- Option 1: Intersection of Indian Avenue and Perry Street continues to operate as right-in right-out.
- Option 2: Intersection of Indian Avenue and Perry Street is modified to install a traffic signal and allow full access.

The objectives of this study include the following:

- Document Existing (2019) traffic conditions in the vicinity of the proposed Project;
- Determine the traffic generated from the proposed Project;
- Evaluate Existing Plus Project (2019) Traffic Conditions Option 1;
- Evaluate Existing Plus Ambient Growth Plus Cumulative Projects Plus Project (2020) Traffic Conditions Option 1;
- Evaluate Existing Plus Project (2019) Traffic Conditions Option 2;
- Evaluate Existing Plus Ambient Growth Plus Cumulative Projects Plus Project (2020) Traffic Conditions Option 2;
- Determine if the level of service (LOS) required by the City of Perris will be maintained within the study area, and if not, identify the necessary improvements to maintain the required LOS;
- Determine if peak hour traffic signal warrants are met for any of the unsignalized study area intersections;
- Evaluate the adequacy of on-site circulation for the proposed Project; and
- Determine if safety and/or operational improvements are necessary due to the proposed Project.

1.2 Traffic and Transportation Project Design Features and Mitigation Measures

This traffic impact analysis demonstrates that there would be no direct traffic impacts generated by Project; however the implementation of the following project design features is recommended. Project design features are improvements that the Project had anticipated and is 100 percent responsible for since the improvements are proposed to provide Project access and safety for the proposed Project.

1.2.1 Roadway & Safety Project Design Features – Options 1& 2

- Construct full width improvements on all internal roadways.

- Modify Barrett Avenue by providing a cul-de-sac immediately adjacent to Project’s southwest driveway.
- Signing/stripping modifications on adjacent roadways should be implemented in conjunction with detailed construction plans.
- The project would be responsible for the construction of roadway and parkway improvements adjacent to the site along Barrett Avenue and Perry Street.
- Sight distance at project driveways will be reviewed with respect to County of Riverside sight distance standards at the time of preparation of final grading, landscape, site development, and street improvement plans.
- Implement on-site traffic calming measures in parking lots and internal roadways as needed.

1.2.2 Intersection Project Design Features – Options 1& 2

- Construct the intersection of South Project Driveway (NS) and Barrett Avenue (EW) to provide the following geometrics with a Stop Control:
Northbound: One lane shared by through and right turn movement.
Southbound: One lane shared by through and left turn movement.
Eastbound: Not Applicable.
Westbound: One lane shared by left turn and right turn movement.
- Construct the intersection of West Project Driveway (NS) and Perry Street (EW) to provide the following geometrics with a Stop Control:
Northbound: One lane shared by left turn and right turn movement.
Southbound: Not Applicable.
Eastbound: One lane shared by through and right turn movements.
Westbound: One lane shared by left-turn and through movements.
- Construct the intersection of East Project Driveway (NS) and Perry Street (EW) to provide the following geometrics with a Stop Control:
Northbound: One lane shared by left turn and right turn movement.
Southbound: Not Applicable.
Eastbound: One lane shared by through and right turn movements.
Westbound: One lane shared by left-turn and through movements.

1.3 Regional Funding Mechanisms

Although, no direct project impacts have been identified, the project will be subject to appropriate transportation and development fees based on the North Perris Road and Bridge Benefit District (NPRBBD) funding program. The City of Perris collects and determines the required NPRBBD fees prior to the project’s opening date. NPRBBD combines the following development fee programs to construct future facilities, maintain the required level of service at existing facilities and upgrade facilities that are currently operating below satisfactory levels of service in the City of Perris:

- Transportation Uniform Mitigation Fee (TUMF), current at time of construction.
- City of Perris Development Impact Fee (DIF), current at time of construction.

2.0 INTRODUCTION

2.1 Proposed Development of Warehouse Building

The purpose of this study is to evaluate the effects on traffic circulation produced from the proposed potential development of a 148,297 SF Warehouse Building, 82 vehicle parking stalls, 21 trailer parking stalls and 24 dock doors (Project). The site located at the southeast corner of Perry Street and Barrett Avenue in the City of Perris. The site would house either the Project Parking Lot (Case # PLN18-05300) or the Project Warehouse Building (Case # PLN18-00011); therefore, two separate reports were prepared for the same site. The effects on traffic circulation from the Project Parking Lot were presented on a secondary report. The Project will construct in one phase.

This Traffic Impact Analysis presents two access options for the Project, Option 1 and Option 2 as described below. These two options are being analyzed per a request by the City of Perris to analyze impacts with and without a 4-legged intersection at Indian Avenue and Perry Street:

- Option 1: Intersection of Indian Avenue and Perry Street continues to operate as right-in right-out.
- Option 2: Intersection of Indian Avenue and Perry Street is modified to install a traffic signal and allow full access.

The objectives of this study include the following:

- Document Existing (2019) traffic conditions in the vicinity of the proposed Project;
- Determine the traffic generated from the proposed Project;
- Evaluate Existing Plus Project (2019) Traffic Conditions Option 1;
- Evaluate Existing Plus Ambient Growth Plus Cumulative Projects Plus Project (2020) Traffic Conditions Option 1;
- Evaluate Existing Plus Project (2019) Traffic Conditions Option 2;
- Evaluate Existing Plus Ambient Growth Plus Cumulative Projects Plus Project (2020) Traffic Conditions Option 2;
- Determine if the level of service (LOS) required by the City of Perris and will be maintained within the study area, and if not, identify the necessary improvements to maintain the required LOS;
- Determine if peak hour traffic signal warrants are met for any of the unsignalized study area intersections;
- Evaluate the adequacy of on-site circulation for the proposed Project; and
- Determine if safety and/or operational improvements are necessary due to the proposed Project.

2.2 Site Location and Study Area

The proposed Project is located at the southeast corner of Perry Street and Barrett Avenue in the City of Perris. The study area is located within the Perris Valley Commerce Center Specific Plan (PVCCSP).

2.3 Development Project Description

2.3.1 Project Size and Description

The site encompass approximately 7.18 acres. The site is the proposed development of a 148,297 SF Warehouse Building, (PLN 18-00011) is presented in this report; a separate report was prepared for the Truck Trailer Parking Lot (PLN 18-05300).

2.3.2 Existing Land Use and Zoning

Existing land use and zoning designations are as follows:

- Existing Zoning: SP
- Existing Land Use: Industrial

2.3.3 Proposed Land Use and Zoning

Proposed land use and zoning designations are as follows:

- Proposed Zoning: SP
- Proposed Land Use: Warehouse

2.3.4 Site Plan of Proposed Project

The proposed project layout is shown in **Figure 2-A**.

2.3.5 Site Access

The Project will have access to Perry Street north of the project and Barrett Avenue west of the project as shown in the conceptual striping exhibit provided in Appendix F. Access to the Project will be provided via three full access driveways, two along Perry Street and a third driveway on Barrett Avenue:

Barrett Avenue (NS) / South Project Driveway (EW): it is full access driveway located on the south-westerly side of the project site along Barrett Avenue as shown in **Figure 2-A**.

West Project Driveway (NS) / Perry Street (EW): full access driveway located on the north-westerly end of the project site along Perry Street as shown in **Figure 2-A**.

East Project Driveway (NS) / Perry Street (EW): full access driveway location on the north-easterly end of the project site along Perry Street as shown in **Figure 2-A**.

2.3.6 Proposed Project Opening Year and Proposed Project Phasing

For analysis purposes, it is assumed that the Project will be developed in a single phase and full development is anticipated by 2020.

2.3.7 Sphere of Influence

The Project is within one mile of the border of the City of Moreno Valley.

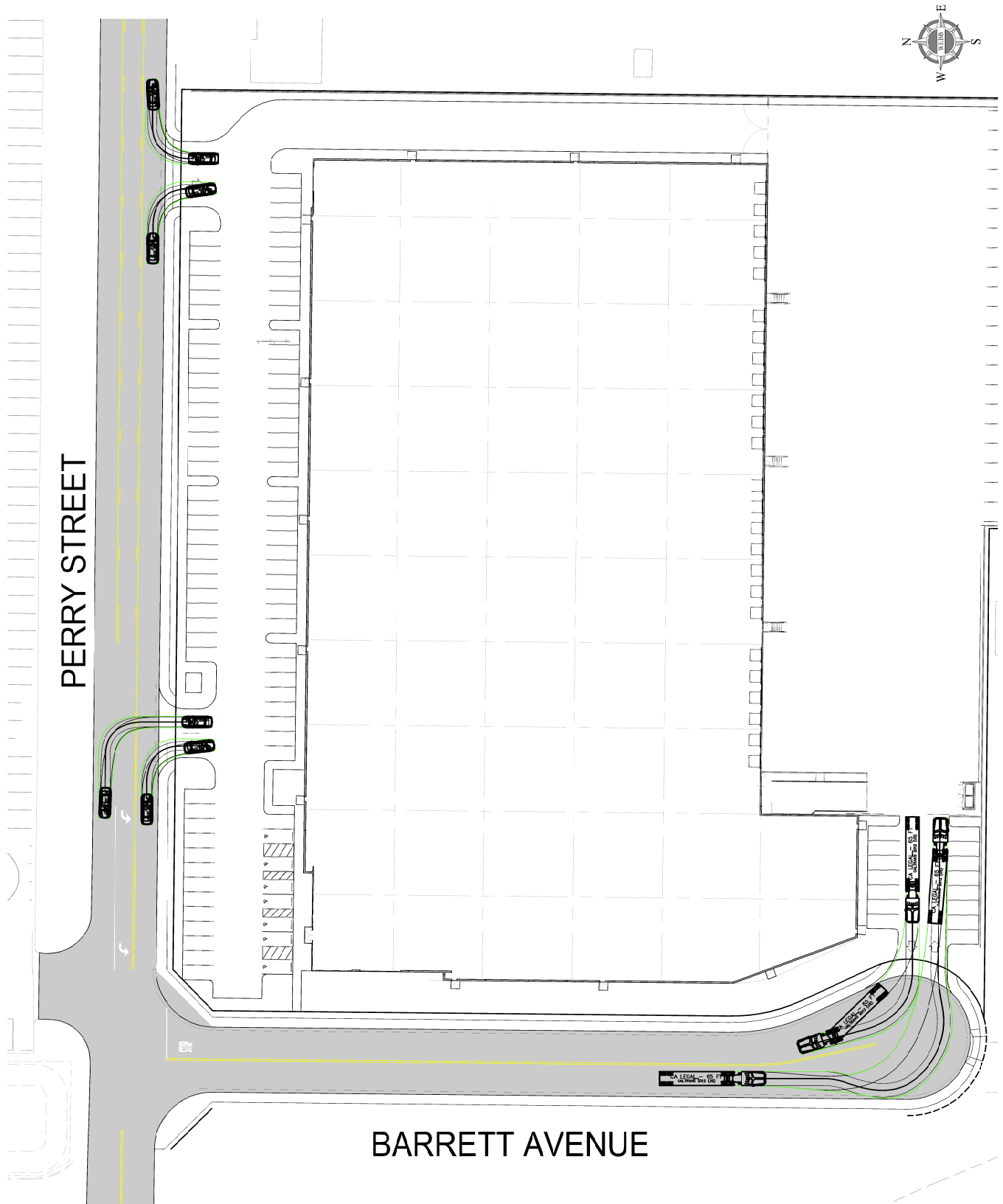
2.3.8 Proposed Indian Avenue (NS) / Perry Street (EW) Geometry (Option 2)

For the analysis purposes, it is assumed that the Indian and Ramona Warehouse Project being developed by IDI Logistics will be responsible for the construction of improvements and for installing the traffic signal at the intersection. The following intersection geometry is assumed for the intersection as per discussion with the city.

Indian Avenue (NS) / Perry Street (EW)

- Northbound: One left turn lane. One through lane and one through – right turn shared lane.
- Southbound: One left turn lane. One through lane and one through-right turn shared lane.
- Eastbound: One left turn lane. One through-right turn shared lane.
- Westbound: One left turn lane. One through-right turn shared lane.

Figure 2-A- Project Site Plan with Truck Turning Templates



3.0 AREA CONDITIONS

3.1 Existing Roadway Descriptions

3.1.1 Primary Arterial

- Perris Boulevard is a divided 6-lane north-south arterial with a raised median. It is classified as an arterial roadway in the PVCCSP. Street parking is not allowed. There are existing sidewalks along developed areas, at each existing operational buildings' frontage. Designated bike lanes do not exist within the study area.

3.1.2 Secondary Arterial

- Indian Avenue is a divided 4-lane north-south arterial with a raised median. It is classified as a secondary arterial in the PVCCSP. Street parking is not allowed. There are existing sidewalks along developed areas, at each existing operational building's frontage. Designated bike lanes do not exist within the study area.

3.1.3 Local Streets

- Barrett Avenue is an undivided 2-lane north-south local road in the project area. Parking is not allowed. There are no existing sidewalks. Designated bike lanes do not exist within the study area.
- Perry Street is an undivided 2-lane east-west local road in the project area. Parking is not allowed. There are some existing sidewalks adjacent to the developed property north of the project site. Designated bike lanes do not exist within the study area.

3.2 Study Area Intersections and Roadways

Study intersections are typically selected based on their location in relation to the vicinity of the project and whether potential significant project-related traffic will pass through them. The intersections were identified in coordination with the City of Perris staff and are shown in **Figure 3-A**. The study area includes the following intersections:

1. Indian Avenue (NS) / Perry Street (EW)
2. Barrett Avenue (NS) / Perry Street (EW)
3. Perris Boulevard (NS) / Perry Street (EW)
4. Barrett Avenue (NS) / South Project Driveway (EW)
5. West Project Driveway (NS) / Perry Street (EW)
6. East Project Driveway (NS) / Perry Street (EW)

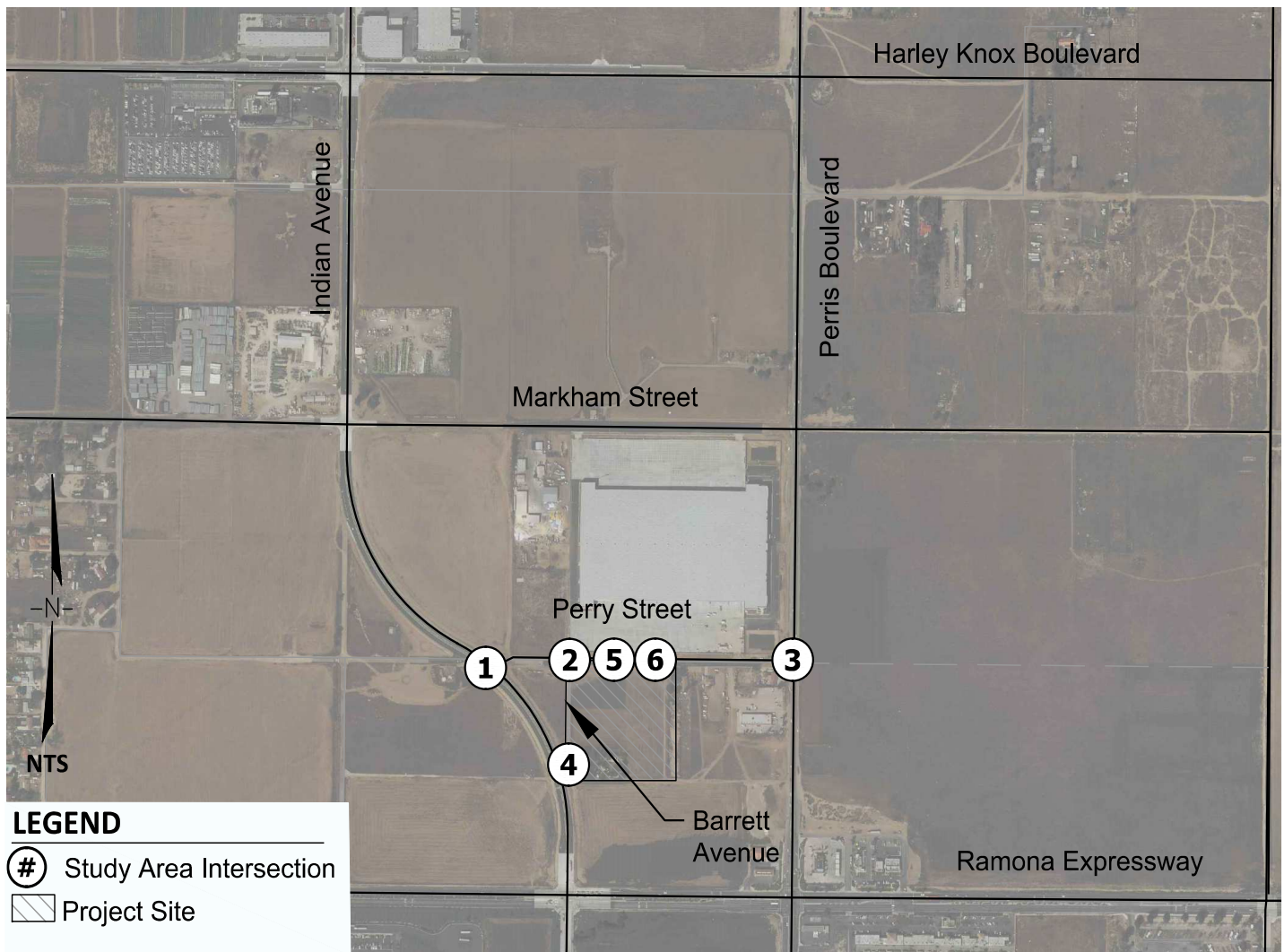
3.3 Existing Traffic Controls and Intersection Geometrics

The existing roadway system is shown in **Figure 3-B**. It identifies the existing intersection traffic controls (i.e. signals and signage), intersection geometrics, and the number of traffic lanes within the study area.

3.4 Existing Traffic Volumes

In accordance with City staff the existing AM and PM peak hour intersection turning movement counts at the study area intersections were derived from historical counts. A 3 percent increase per year from the date the count was collected to the present year (2019) was applied to each count in order to accurately project background traffic conditions. Adjustments to historical counts were made due to on-going construction-related closures around the project vicinity. Traffic volumes at the intersection of Perris Boulevard and Perry Street were calculated by conservation of flow from the adjacent intersection. The historical counts used were collected by *Counts Unlimited, Inc.* on March 23, 2017, May 10, 2017 and May 24, 2018. All traffic count worksheets and scoping agreement correspondence regarding count methodology and adjustments utilized in this study is provided in Appendix C. The AM and PM peak hour intersection turning movement volumes are presented on **Figure 3-C** and **Figure 3-D**, respectively.

Figure 3-A – Study Area Intersections



1. Indian Avenue (NS) / Perry Street (EW)
2. Barrett Avenue (NS) / Perry Street (EW)
3. Perris Boulevard (NS) / Perry Street (EW)
4. Barrett Avenue (NS) / South Project Driveway (EW)
5. West Project Driveway (NS) / Perry Street (EW)
6. East Project Driveway (NS) / Perry Street (EW)

Figure 3-B – Existing Roadway System

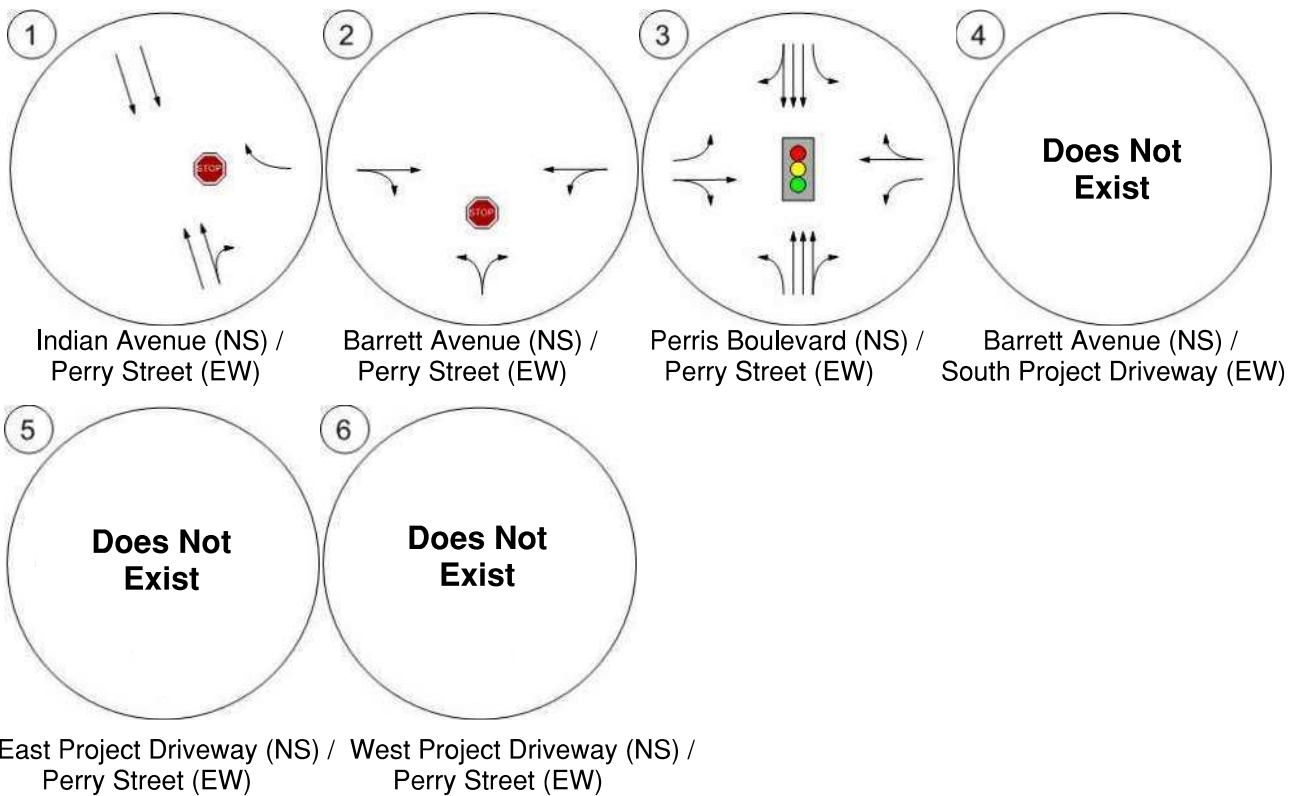
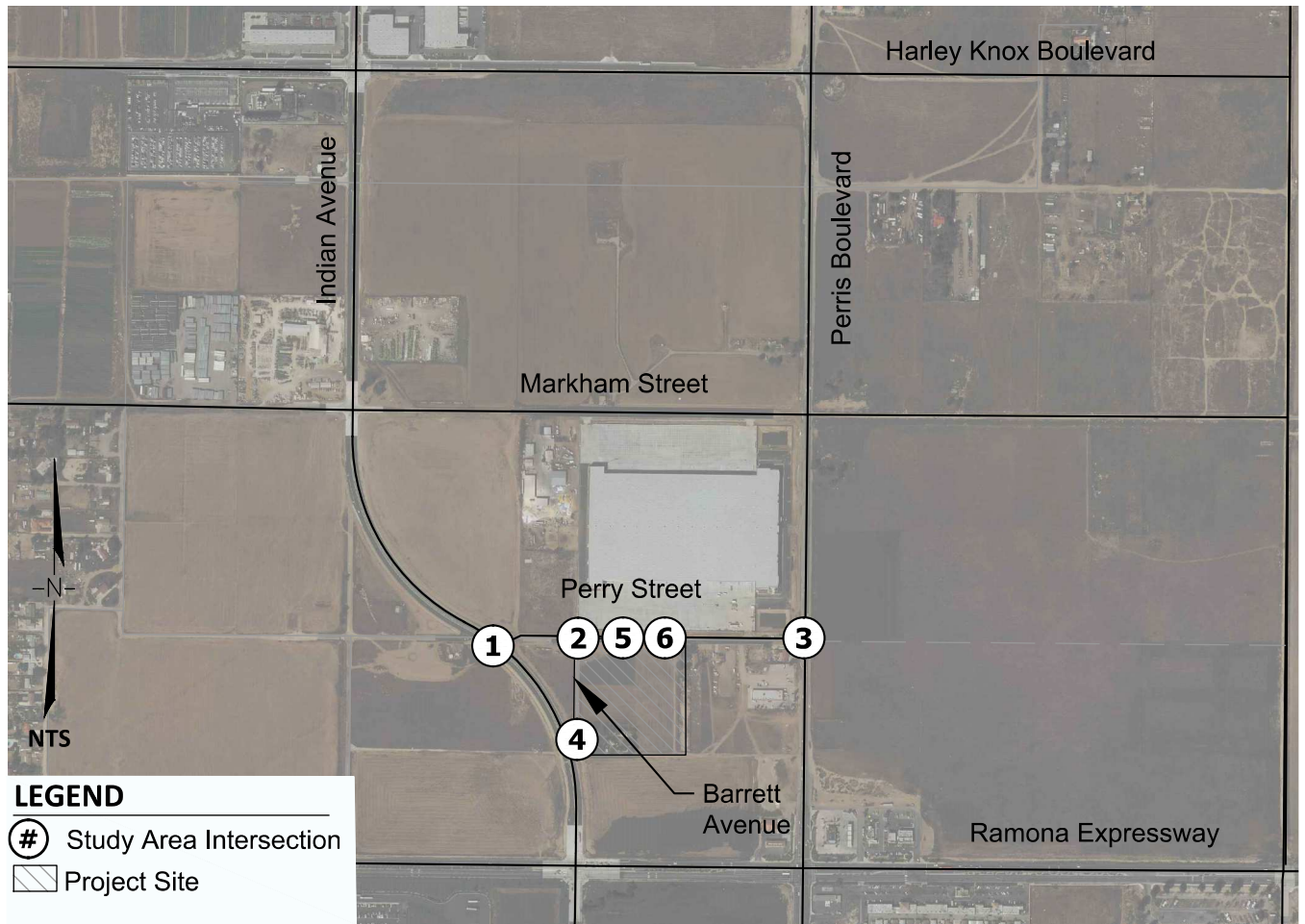


Figure 3-C – Existing (2019) AM Peak Hour Intersection Volumes

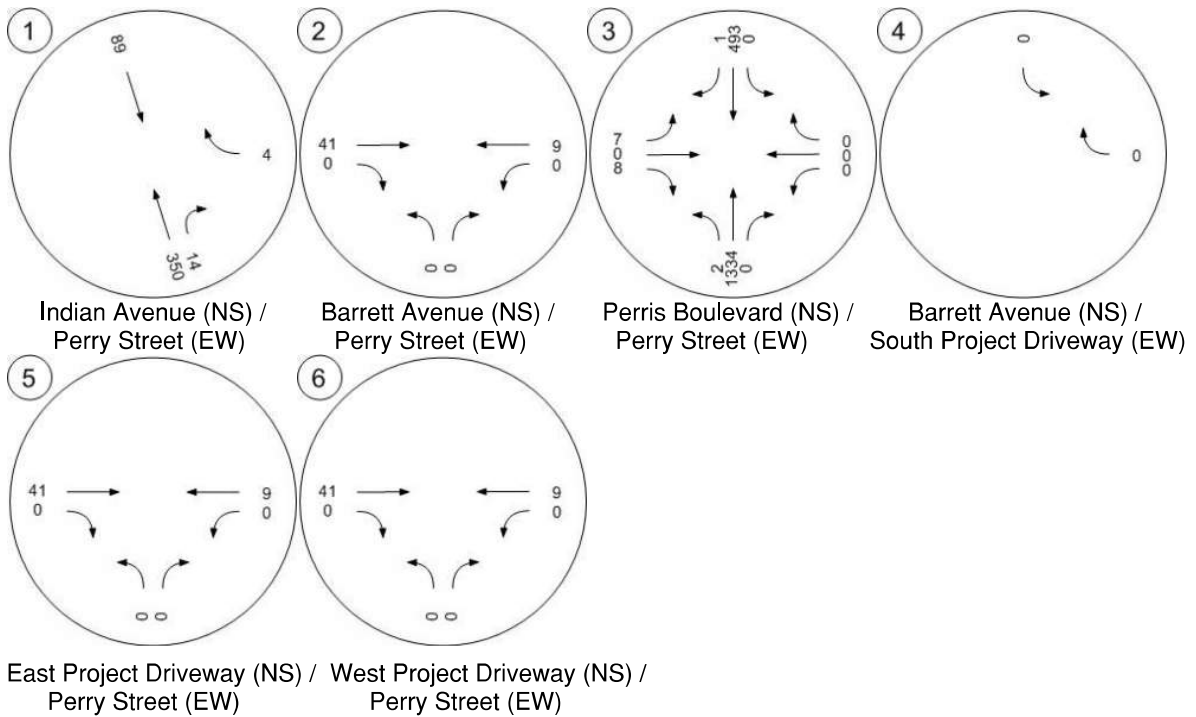
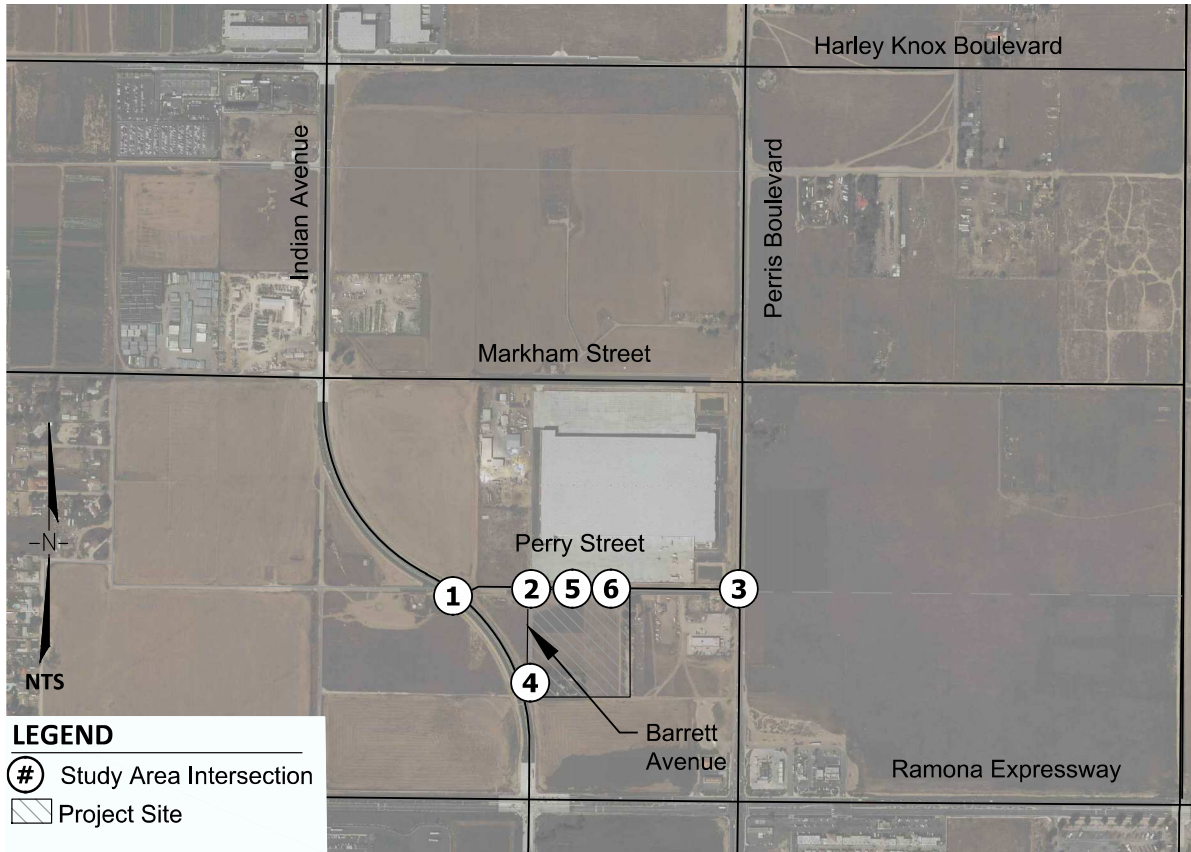
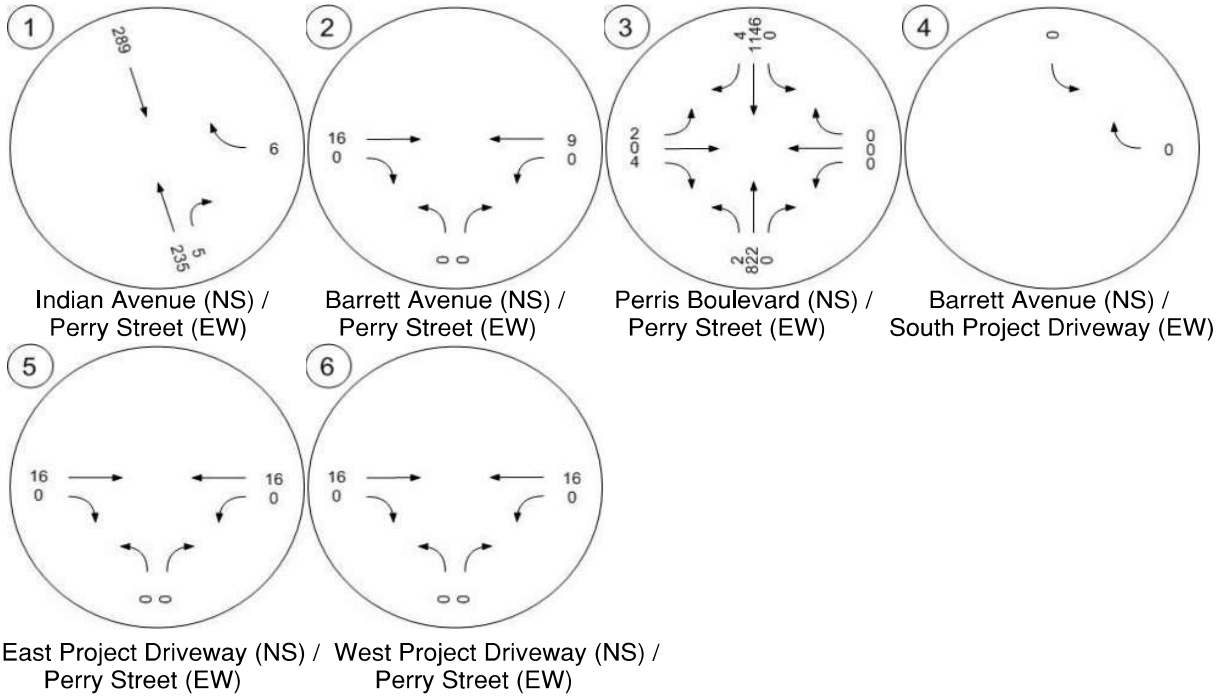
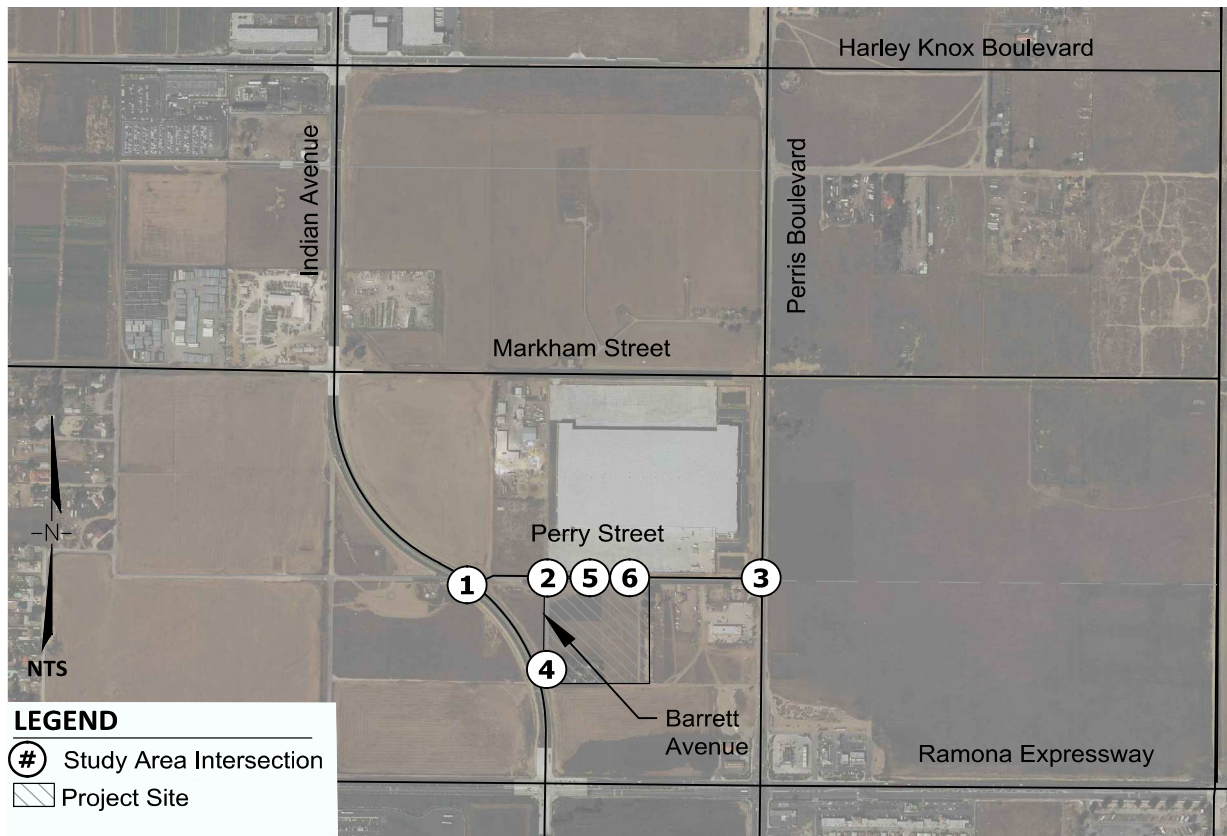


Figure 3-D – Existing (2019) PM Peak Hour Intersection Volumes



3.5 Level of Service Methodology

The City of Perris requires that the Transportation Research Board Highway Capacity Manual 2010 (HCM2010) or the most recent release of the HCM be used to analyze Level of Service (LOS). The Highway Capacity Manual 6th Edition (HCM6) was used in this analysis.

Quality of service describes how well a transportation facility or service operates from the traveler’s perspective. Level of service (LOS) is a quantitative stratification of a performance measure or measures that represent quality of service. LOS is measured on a familiar A to F scale where LOS A represents the best conditions from a traveler’s perspective and LOS F the worst. A simple LOS letter system is used to hide much of the complexity of transportation facility performance in order to simplify decision making on whether facility performance is generally acceptable and whether a future change in performance is likely to be perceived as significant by the general public. One reason for the widespread adoption of the LOS concept by agencies is the concept’s ability to communicate roadway performance to nontechnical decision makers.

The HCM6 evaluates the LOS of intersections based upon the control delay per vehicle. Control delay is defined as the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed. The methodology used to evaluate the intersection level of service differs on whether the intersection is signalized or unsignalized. Levels of service at signalized and unsignalized intersections have been evaluated using PTV Vistro 7.00 software, which is based upon HCM6 methodologies.

3.5.1 Signalized Intersections

Signalized intersections have been evaluated using the Operational Method as described in Chapter 19 of the HCM6. According to this methodology, the level of service for signalized intersections is based upon the weighted average control delay, in seconds per vehicle, of all vehicles passing through the intersection. **Table 3-1** shows the criteria used to determine the level of service for signalized intersections.

Table 3-1 – Level of Service for Signalized Intersections

Level of Service	Control Delay (sec/vehicle)	Description
A	≤ 10	Minimal delay and primarily free-flow operation. Most vehicles do not stop because they arrive during the green indication or only stop for a brief amount of time as the signal changes.
B	> 10 – 20	Short delay and reasonably unimpeded operation. Many vehicles do not stop because they arrive during the green indication or only stop for a short amount of time as the signal changes. More vehicles stop than with LOS A.
C	> 20 – 35	Moderate delay and stable operation. Individual cycle failures (i.e. when queued vehicles do not clear the signal during the next green indication) may begin to appear. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	> 35 – 55	Less stable operation in which small increases in vehicles may cause substantial increases in delay. Many vehicles stop and individual cycle failures are noticeable.
E	> 55 – 80	Significant delay and unstable operation. Most vehicles stop and individual cycle failures are frequent.
F	> 80	Considerable delay and extensive queuing. Almost all vehicles stop and most cycles fail to clear the queue.

Source: Transportation Research Board Highway Capacity Manual 6th Edition (HCM6)

3.5.2 Unsignalized Intersections

Unsignalized intersections were evaluated using Chapters 20-21 of the HCM6. According to this methodology, the level of service for all-way stop intersections is based upon the weighted average control delay, in seconds per vehicle, of all vehicles passing through the intersection. For two-way stop controlled intersections, the level of service is based on the highest control delay of all controlled movements for the intersection. **Table 3-2** shows the criteria used to determine the level of service for unsignalized intersections.

Table 3-2 – Level of Service for Unsignalized Intersections

Level of Service	Control Delay (sec/vehicle)	Description
A	≤ 10	Minimal delay. Usually no conflicting traffic.
B	> 10 – 15	Short delay. Occasionally some conflicting traffic.
C	> 15 – 25	Noticeable delay, but not inconveniencing. Usually some conflicting traffic.
D	> 25 – 35	Noticeable delay and irritating. A significant amount of conflicting traffic. Increased likelihood of risk taking.
E	> 35 – 50	Significant delay approaching tolerance level. Lots of conflicting traffic, but with some gaps of suitable size. Risk taking behavior likely.
F	> 50	Considerable delay exceeding tolerance level. Lots of conflicting traffic, with not enough gaps of suitable size. High likelihood of risk taking.

Source: Transportation Research Board Highway Capacity Manual 6th Edition (HCM6)

3.6 Acceptable Level of Service

3.6.1 City of Perris

The acceptable LOS for the City of Perris is based on the City of Perris General Plan, Policy II.A:

Maintain the following target Levels of Service:

LOS “D” along all City maintained roads (including intersections) and LOS “D” along I-215 and SR 74 (including intersections with local streets and roads). An exception to the local road standard is LOS “E,” at intersections of any Arterials and Expressways with SR 74, the Ramona-Cajalco Expressway or at I-215 freeway ramps.

LOS “E” may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit-oriented development and walkable communities. Increased congestion in this area will facilitate an increase in transit ridership and encourage development of a complementary mix of land uses within a comfortable walking distance from light rail stations.

3.7 Determination of Significant Impact

To determine whether the addition of project-generated trips results in a significant impact, and thus requires mitigation, the City of Perris utilizes the following thresholds of significance:

- 1) A project –related impact is considered direct and significant when a study intersection operated at an acceptable Level of Service for existing conditions (without the project) and the addition of 50 or more a.m. or p.m. peak hour project trips causes the intersection to operate at an unacceptable Level of Service for existing plus project conditions.
- 2) A project-related impact is considered direct and significant when a study intersection operates at an acceptable Level of Service for existing conditions (without the project) and the addition of 50 or more a.m. or p.m. peak hour project trips causes the intersection delay to increase by 2 seconds or more.
- 3) A cumulative impact is considered significant when a study intersection is forecast to operate at an unacceptable Level of Service with the addition of cumulative background traffic and 50 or more a.m. or p.m. peak hour project trips.

3.8 Levels of Service – Existing (2019) Conditions

The intersection levels of service for Existing (2019) conditions shown in **Table 3-3** are based upon the existing roadway system shown in **Figure 3-B** and the existing AM and PM peak hour intersection volumes shown in **Figure 3-C** and **Figure 3-D**, respectively. The level of service calculation worksheets are provided in Appendix E.

Table 3-3 – Intersection Levels of Service – Existing (2019) Conditions

Intersection	Peak Hour	Traffic Control	Delay (sec)	LOS
1. Indian Avenue (NS) Perry Street (EW)	AM	OWSC	9.6	A
	PM		9.1	A
2. Barrett Avenue (NS) Perry Street (EW)	AM	OWSC	8.8	A
	PM		8.6	A
3. Perris Boulevard (NS) Perry Street (EW)	AM	Signal	2.9	A
	PM		2.5	A
4. Barrett Avenue (NS) South Project Driveway (EW)	AM PM	<i>Does Not Exist</i>		
5. West Project Driveway (NS) Perry Street (EW)	AM PM	<i>Does Not Exist</i>		
6. East Project Driveway (NS) Perry Street (EW)	AM PM	<i>Does Not Exist</i>		

OWSC =One Way Stop Controlled.

Source: Appendix E

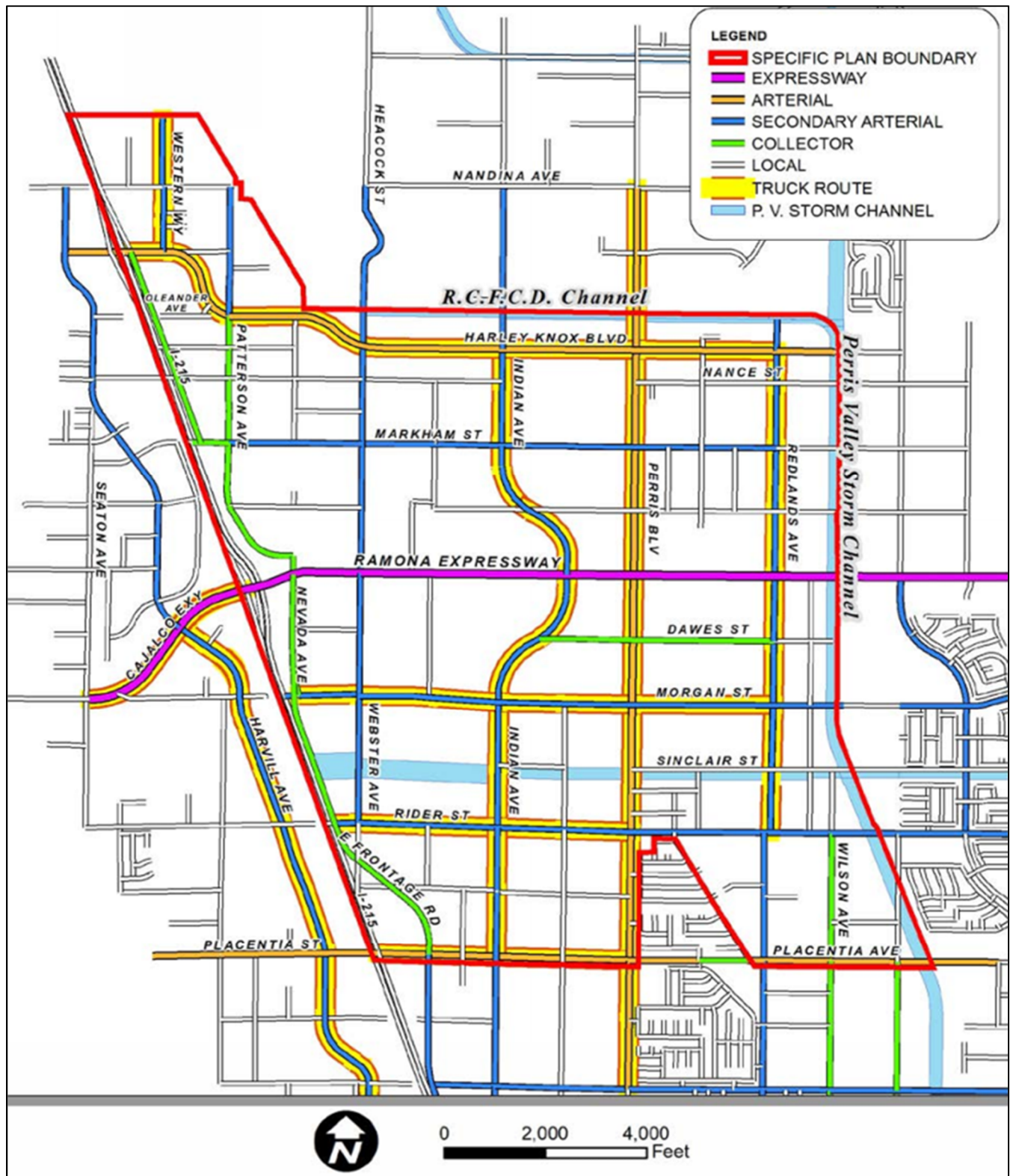
3.9 General Plan Circulation

The PVCCSP Circulation Plan and City of Perris designated truck routes are shown in **Figure 3-E**. The City of Perris General Plan Circulation Element is shown in **Figure 3-EF**Error! Reference source not found..

3.10 Transit Service

The project area is not currently served by any transit agency; however, the Riverside Transit Agency (RTA) route 19 serves Perris Boulevard. The nearest bus stops are located approximately 0.35 miles away at the intersection of Perris Boulevard and Ramona Expressway.

Figure 3-E – Perris Valley Commerce Center Specific Plan Circulation Element



Source: Perris Valley Commerce Center Specific Plan prepared by Albert A Webb Associates.

Table 3-3 – Intersection Levels of Service – Existing (2019) Conditions

Intersection	Peak Hour	Traffic Control	Delay (sec)	LOS
1. Indian Avenue (NS) Perry Street (EW)	AM	OWSC	9.60	A
	PM		9.08	A
2. Barrett Avenue (NS) Perry Street (EW)	AM	OWSC	8.76	A
	PM		8.62	A
3. Perris Boulevard (NS) Perry Street (EW)	AM	Signal	2.94	A
	PM		2.49	A
4. Barrett Avenue (NS) South Project Driveway (EW)	AM PM	<i>Does Not Exist</i>		
5. West Project Driveway (NS) Perry Street (EW)	AM PM	<i>Does Not Exist</i>		
6. East Project Driveway (NS) Perry Street (EW)	AM PM	<i>Does Not Exist</i>		

OWSC =One Way Stop Controlled.

Source: Appendix E

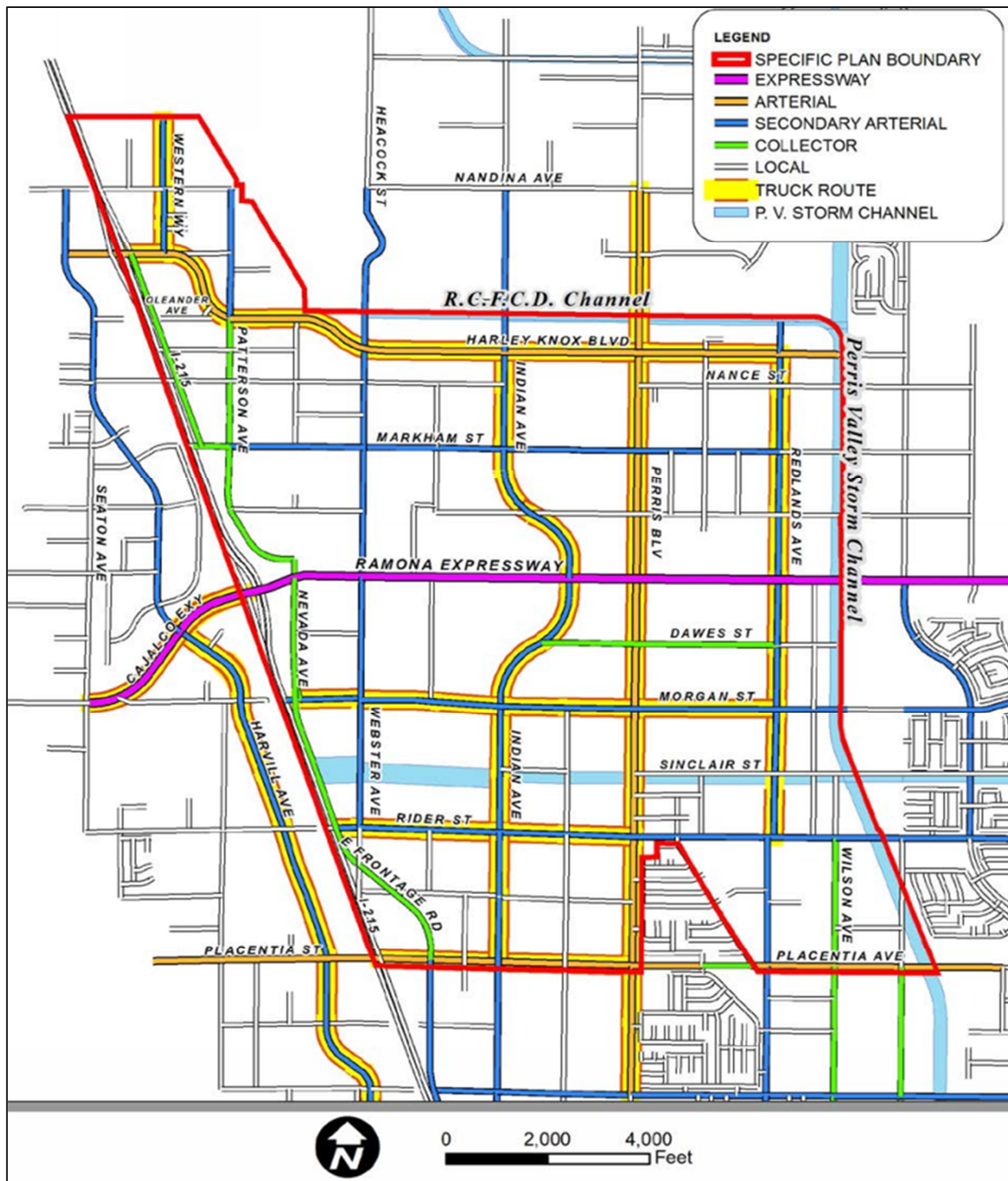
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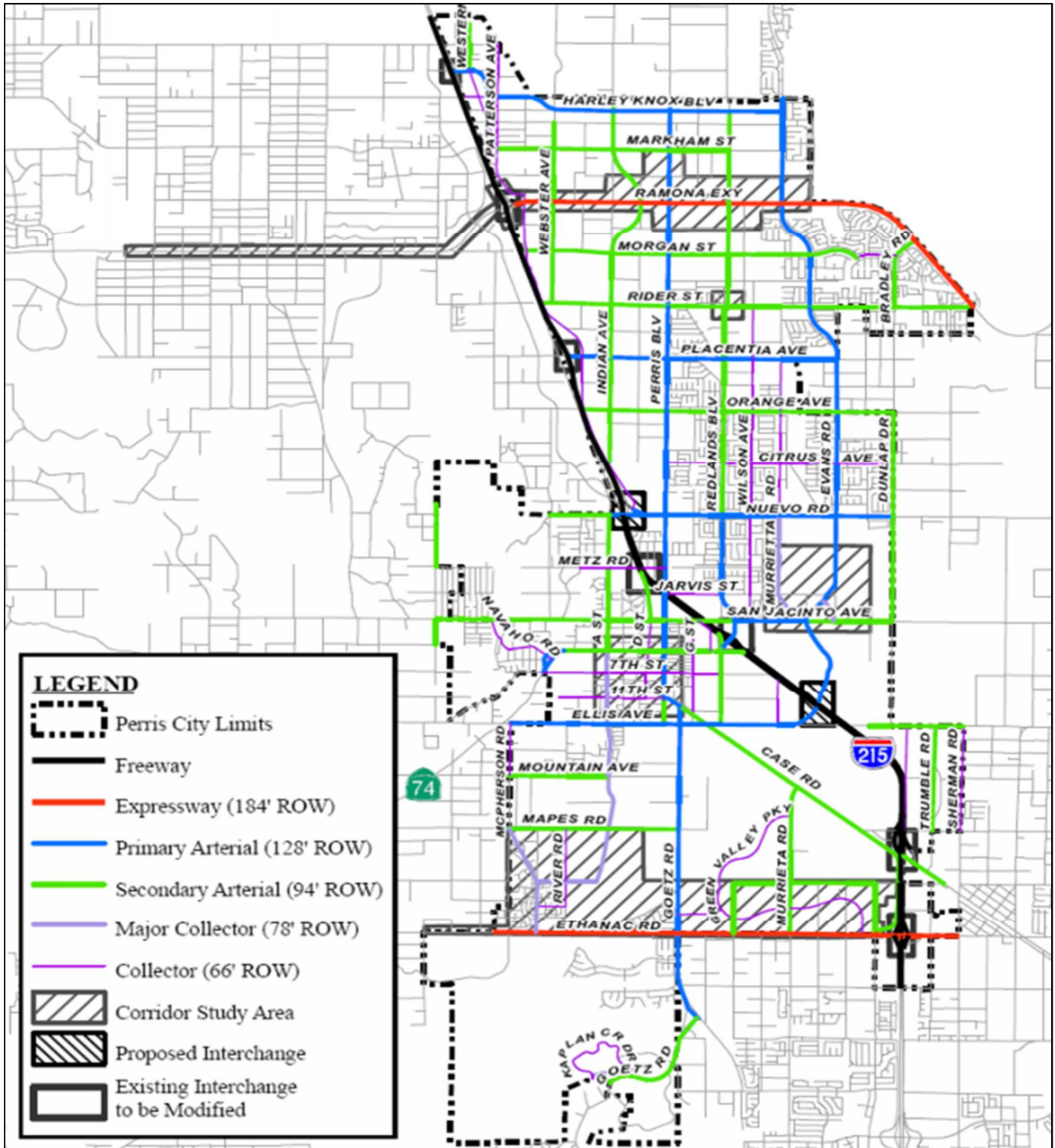
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Figure 3-E – Perris Valley Commerce Center Specific Plan Circulation Element



Source: Perris Valley Commerce Center Specific Plan prepared by Albert A Webb Associates.

Figure 3-F-City of Perris General Plan Circulation Element



Source: City of Perris General Circulation Element

4.0 PROJECTED FUTURE TRAFFIC

4.1 Method of Projection

In order to estimate the traffic impact characteristics of the Project, a multi-step process has been utilized. The first step is traffic generation which estimates the total arriving and departing traffic during a peak hour and on a daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation rates to the project development tabulation. The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound project traffic based on existing/expected future travel patterns in the study area. The third step is traffic assignment, which involves the allocation of Project traffic to study area street segments and intersections. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area. The impact of the Project is isolated by comparing operation level of service conditions at selected study intersections using expected future traffic volumes with and without forecasted Project traffic.

The method of traffic projection is based on the following criteria:

- Existing traffic conditions (2019);
- Ambient growth projections;
- Project generated traffic; and
- Cumulative project generated traffic.

This report uses project opening year of 2020.

4.2 Ambient Growth

In order to evaluate traffic conditions for the opening year, area wide growth on existing roadways must be projected. The majority of the anticipated growth within the study area is accounted for with other cumulative project traffic. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. Per discussion with City of Perris staff, this study will utilize a 3 percent annual growth rate.

4.3 Project Generated Traffic

4.3.1 Project Trip Generation

Trip Generation Rates

Trip generation represents the amount of traffic traveling to and from the proposed Project, which are defined as inbound and outbound trips. An inbound and outbound trip by the same vehicle is considered two separate trips. The trip generation rates used in this study are based on ITE Trip Generation Manual 10th Edition.

The City of Perris utilizes Passenger Car Equivalent (PCE) factors that are recommended by the San Bernardino County Congestion Management Program (CMP), 2005 Update. A factor of 1.5 was applied to large 2-axle trucks, a factor of 2.0 was applied to 3-axle trucks and a factor of 3.0 was applied to 4+-axle trucks.

Table 4-1 shows the AM peak hour and PM peak hour and daily trip generation rates for the proposed project.

Table 4-1 – Trip Generation Rates

TRIP GENERATION RATES								
Land Use	Units ¹	AM Peak Hour			PM Peak Hour			Daily
		Total	In	Out	Total	In	Out	
Warehousing	TSF							
Trip Generation Rates ²		0.170	0.131	0.039	0.190	0.051	0.139	1.740
PCE Inbound/Outbound Splits ³		100%	77%	23%	100%	27%	73%	--

TSF: Thousand Square Feet Gross Floor Area

Project Trip Generation

Table 4-2 presents the daily and peak hour trip generation for the proposed project. As shown, the proposed project is anticipated to generate approximately 327 PCE daily trip-ends, including 34 PCE trip-ends during the AM peak hour and 37 PCE trip-ends during the PM peak hour.

Table 4-2 – Project Trip Generation

Land Use	Qty	Unit	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Warehousing	148.30	TSF							
<i>Passenger Cars (PCE = 1.0)</i>			21	16	5	23	6	17	207
<i>Trucks (2 Axle, PCE = 1.5)</i>			2	2	0	3	1	2	20
<i>Trucks (3 Axle, PCE = 2.0)</i>			3	2	1	3	1	2	23
<i>Trucks (4+ Axle, PCE = 3.0)</i>			8	6	2	8	2	6	77
PROJECT TOTAL (IN PCE)			34	26	8	37	10	27	327

TSF = 1,000 Square Feet Gross Floor Area.

Trip generation is calculated using ITE Trip Generation Manual 10th Ed., 2017

4.3.2 Project Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the Project. Trip distribution is influenced by the geographical location of the site, type of land use in the study area, such as residential areas and recreational sites, and proximity to the regional roadway system. The trip directional orientation of traffic for the proposed Project was determined based upon the existing roadway system, existing traffic patterns, and existing and future land uses.

At the intersection of Indian Avenue and Perry Street the distribution patterns would be different based on the alternatives presented below; however, the regional distribution is the same for both of the analyzed options:

- Option 1: Intersection of Indian Avenue and Perris Street continues to operate as right-in right-out. Directional distribution and assignment for Option 1 is shown in **Figure 4-A** for passenger cars and **Figure 4-B** for trucks.

- Option 2: Intersection of Indian Avenue and Perris Street is modified to install a traffic signal and allow full access. Directional distribution and assignment for Option 2 is shown in **Figure 4-C** for passenger cars and **Figure 4-D** for trucks.

4.3.3 Project Modal Split

The traffic-reducing potential of public transit has not been considered in this study. Therefore, the traffic projections provided in this report are considered conservative since public transit could reduce traffic volumes in the Project vicinity.

4.3.4 Project Trip Assignment

Trip assignment is the result of assigning the previously-discussed trip generation numbers to the City's circulation system using the previously described trip distribution. The project related AM peak hour and PM peak hour intersection turning movement volumes for Option 1 are shown in **Figure 4-E** and **Figure 4-F** and for Option 2 the turning movements are shown in **Figure 4-G** and **Figure 4-H**.

Figure 4-A – Passenger Cars Distribution of Project Traffic - Option 1 (Without Traffic Signal at Indian Avenue and Perry Street)

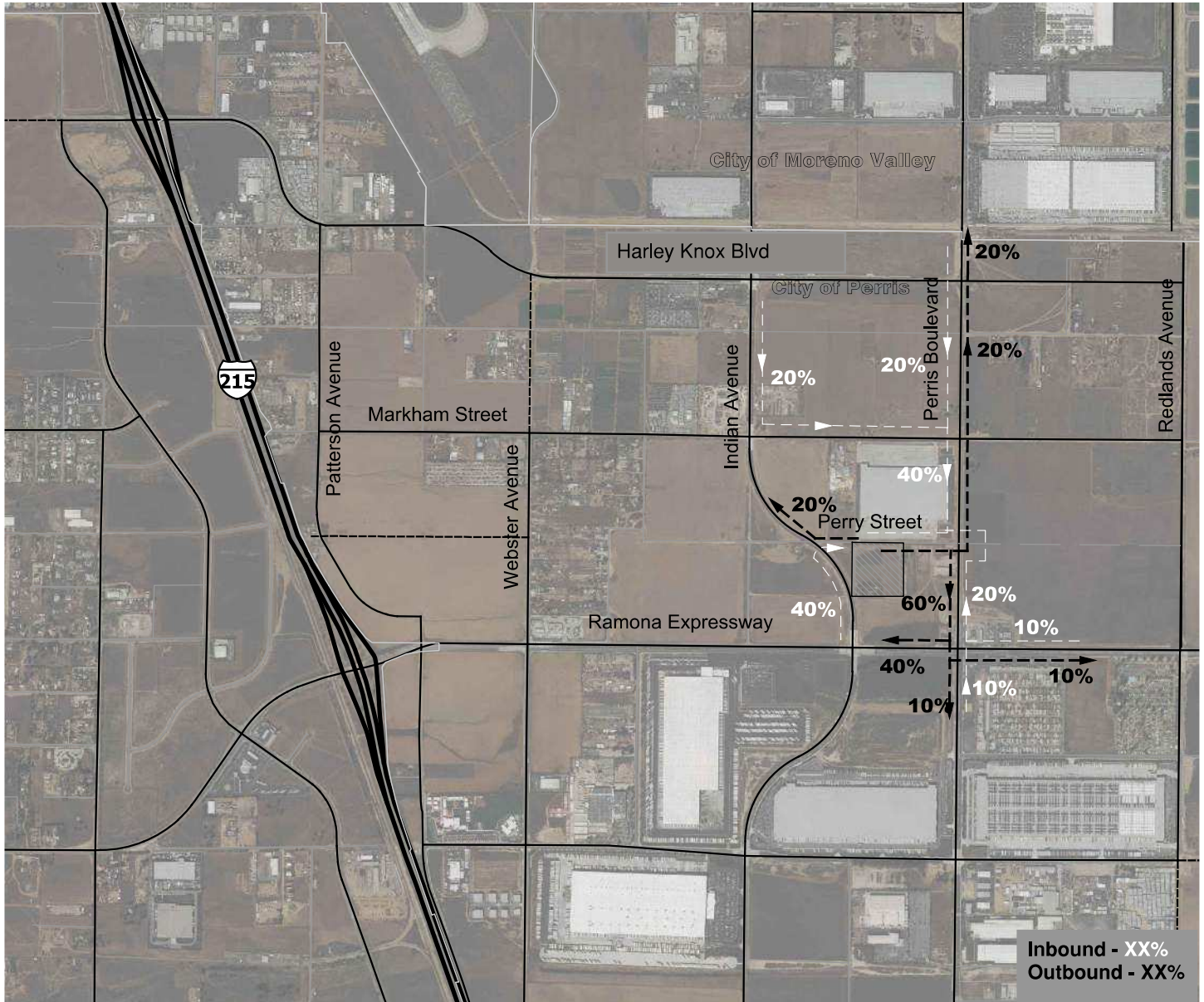
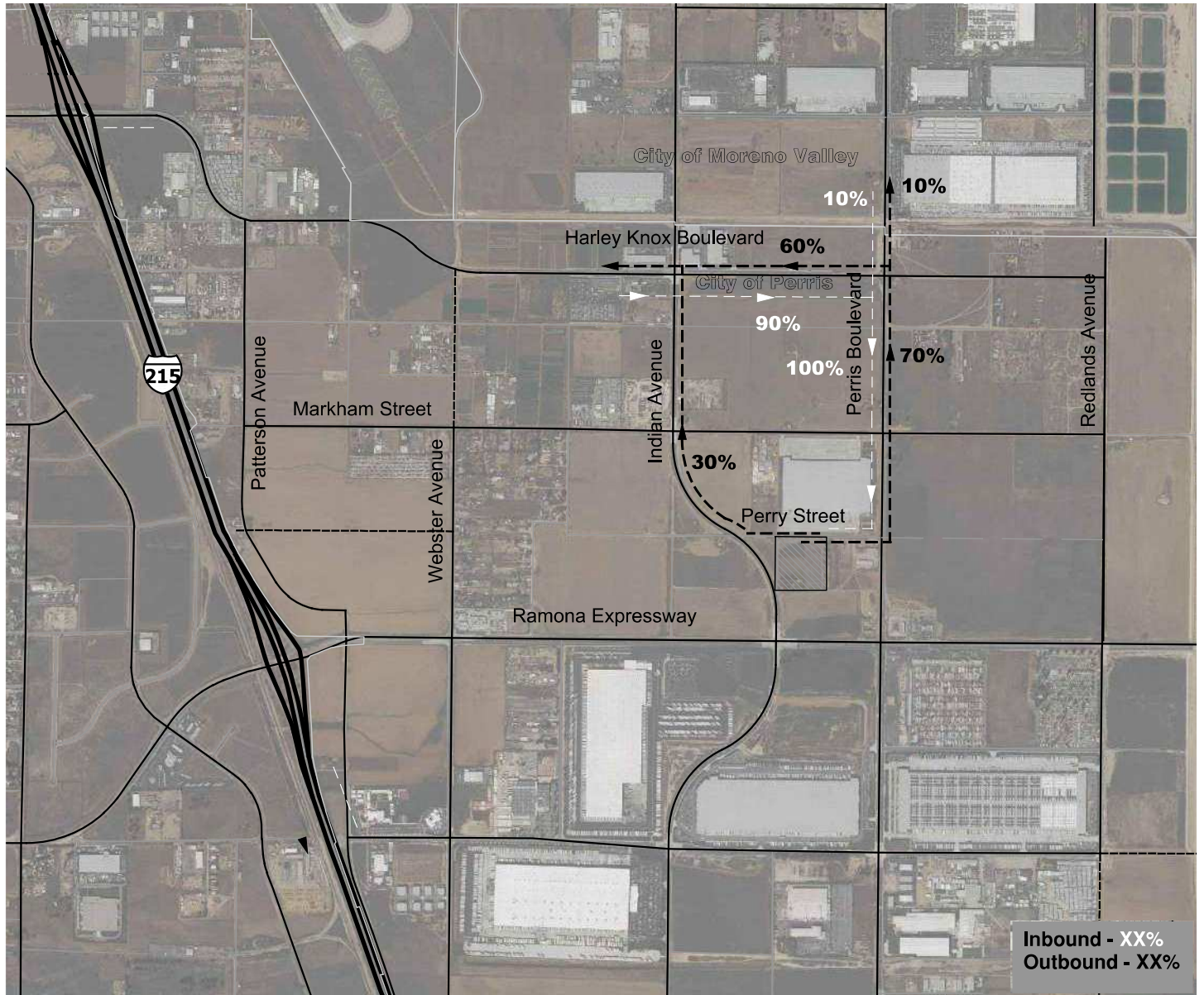




Figure 4-B – Trucks Distribution of Project Traffic - Option 1 (Without Traffic Signal at Indian Avenue and Perry Street)



LEGEND

-  Project Site
-  Future Roadway
- x%** Directional Distribution To/From Proposed Project Site

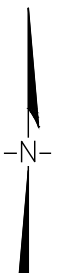
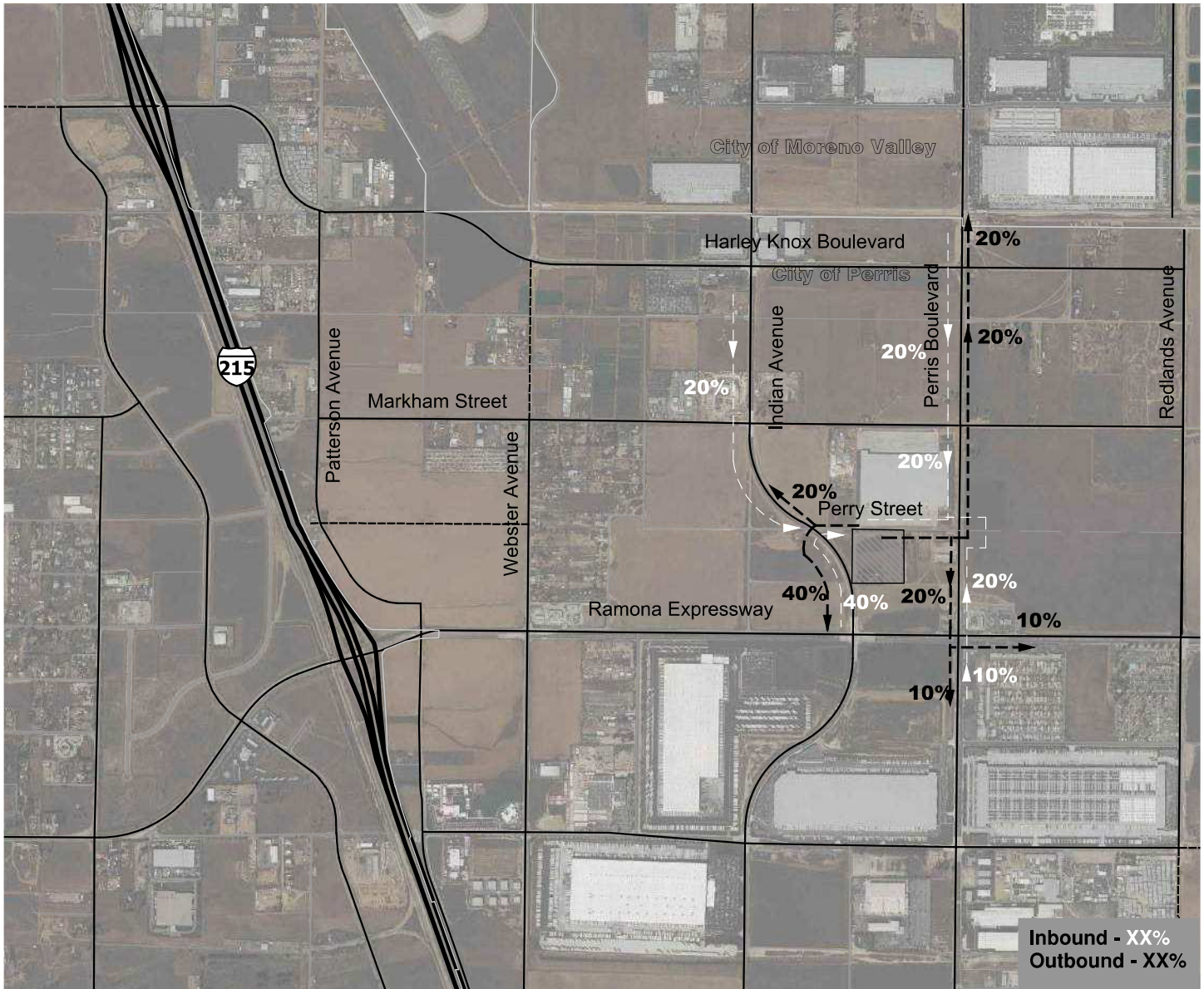


Figure 4-C – Passenger Cars Distribution of Project Traffic - Option 2 (With Traffic Signal at Indian Avenue and Perry Street)



LEGEND

- Project Site
- Future Roadway
- X%** Directional Distribution To/From Proposed Project Site

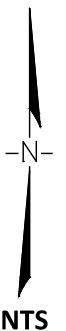
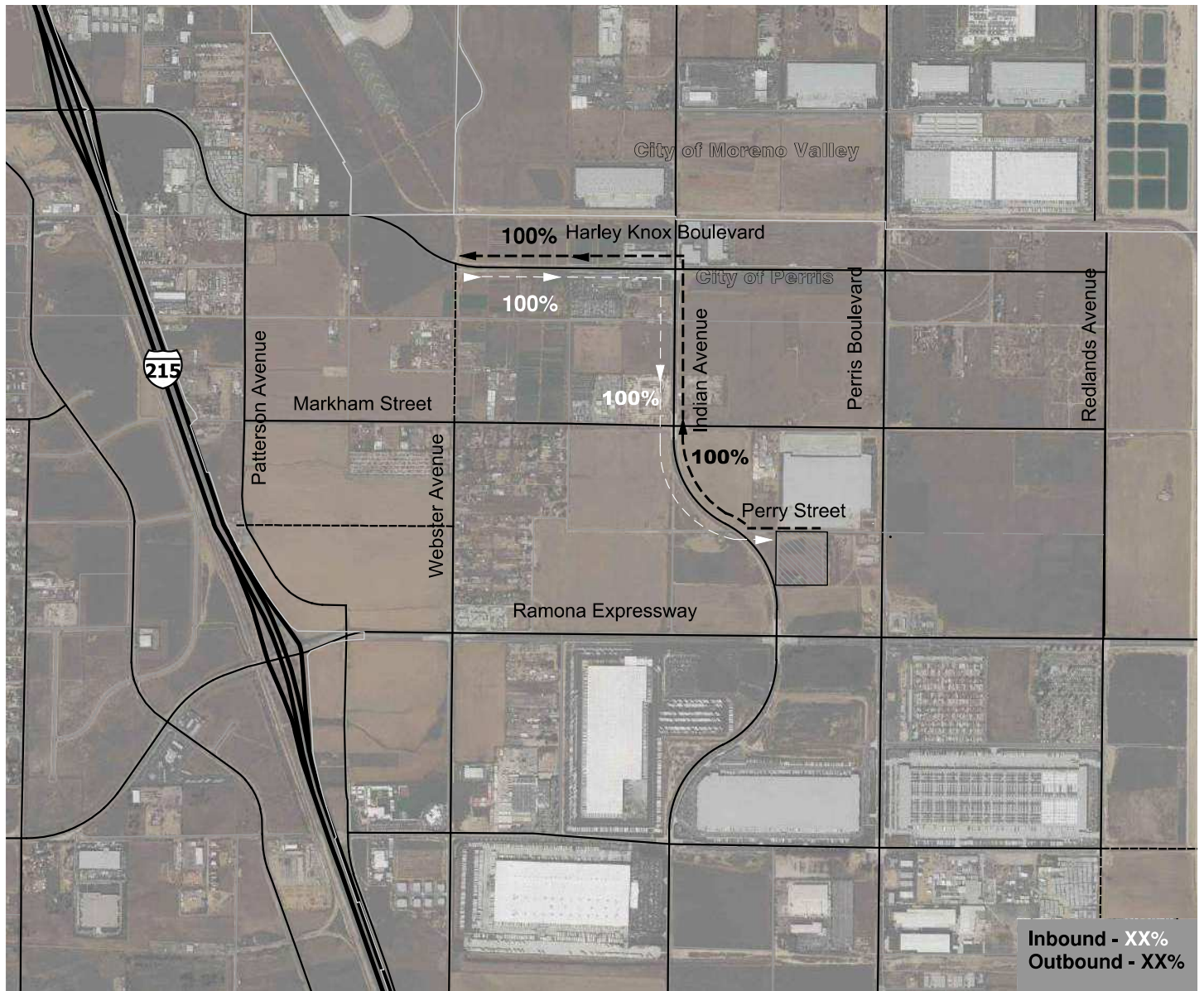




Figure 4-D – Trucks Distribution of Project Traffic - Option 2 (With Traffic Signal at Indian Avenue and Perry Street)



LEGEND

-  Project Site
-  Future Roadway
- X%** Directional Distribution To/From Proposed Project Site

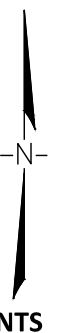
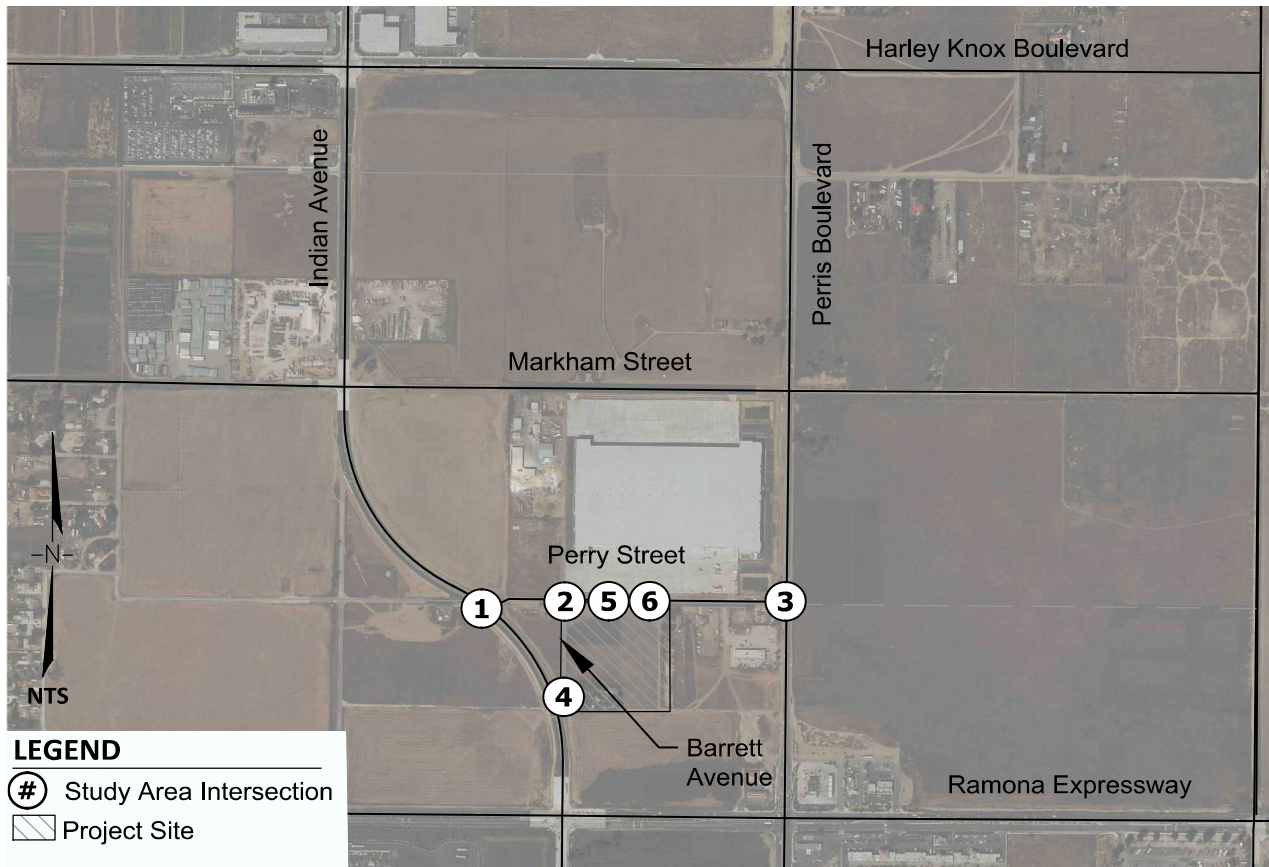


Figure 4-E – Project Only AM Peak Hour Intersection Volumes (in PCE) - Option 1



LEGEND

- # Study Area Intersection
- ▨ Project Site

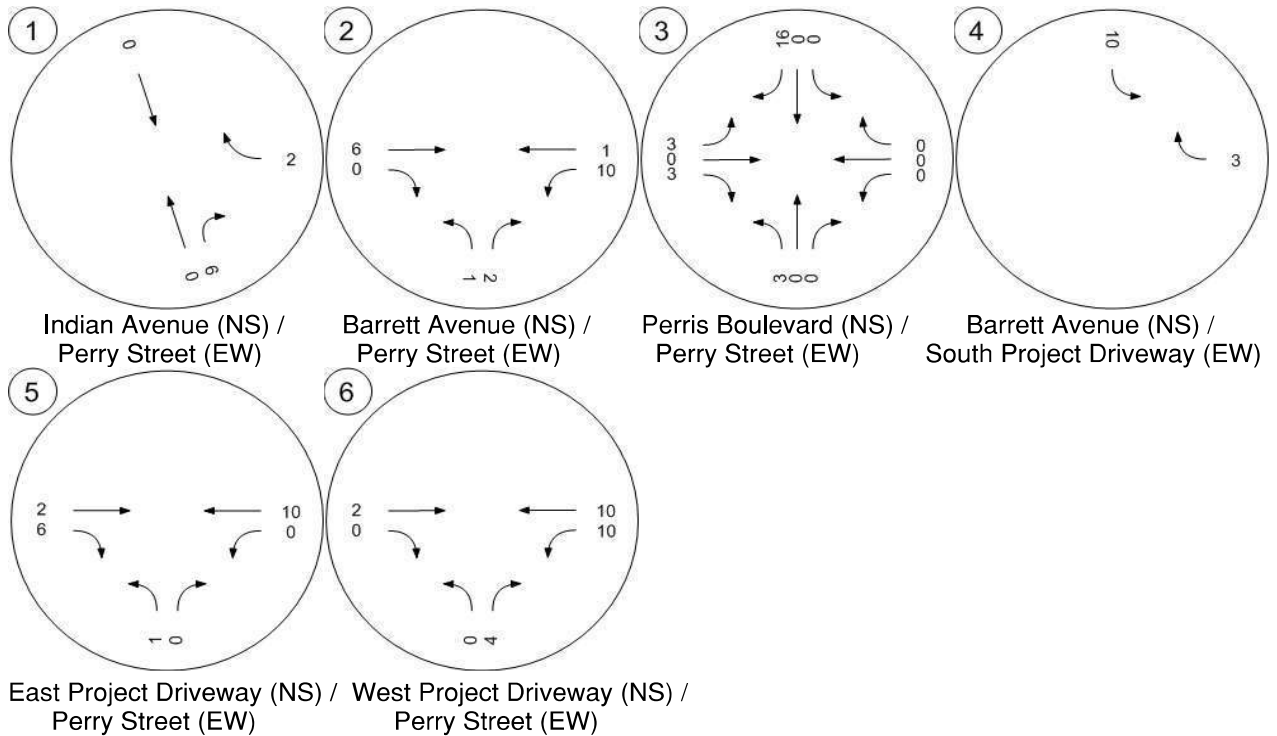
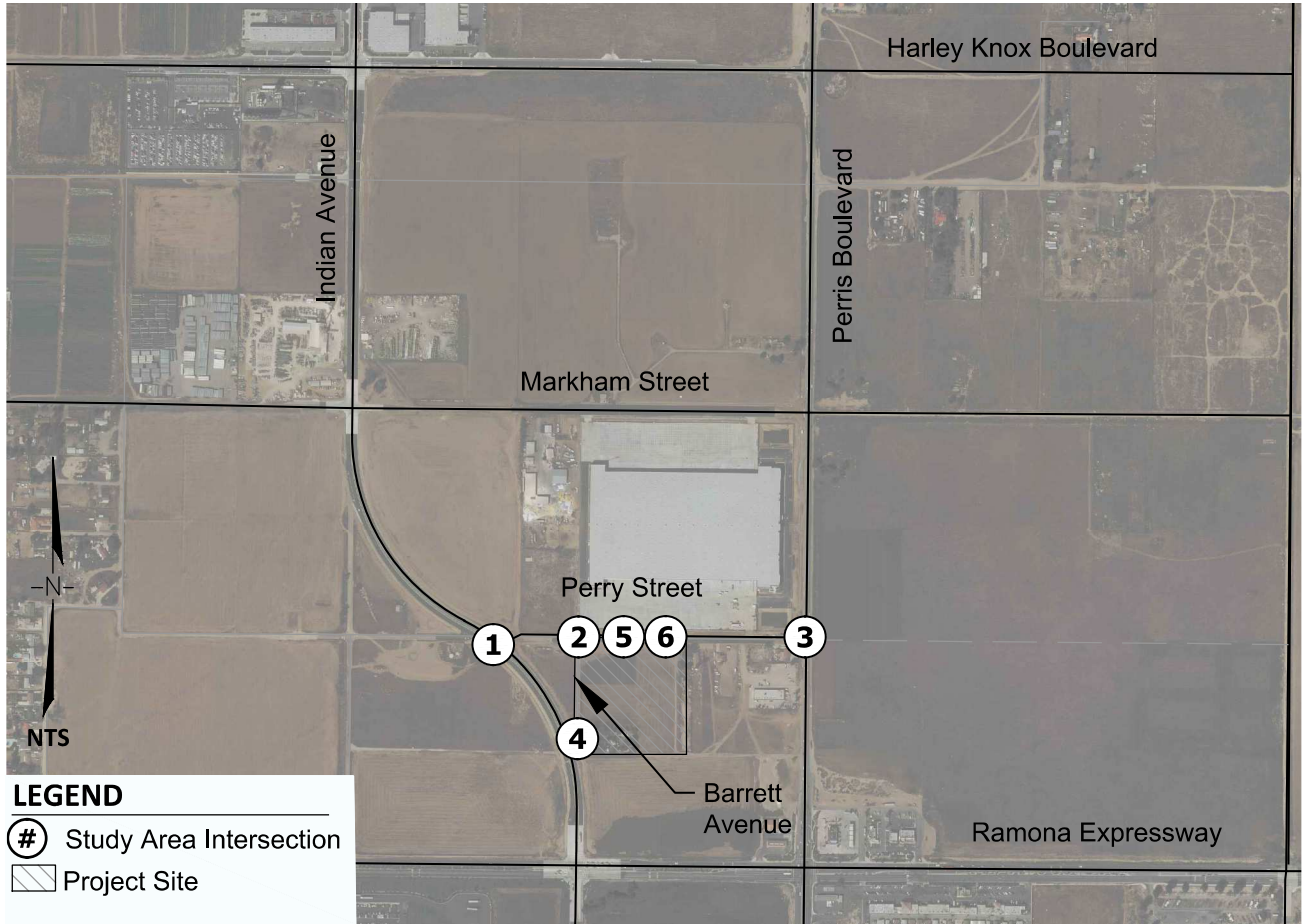


Figure 4-F – Project Only PM Peak Hour Intersection Volumes (in PCE) - Option 1



LEGEND

- # Study Area Intersection
- ▨ Project Site

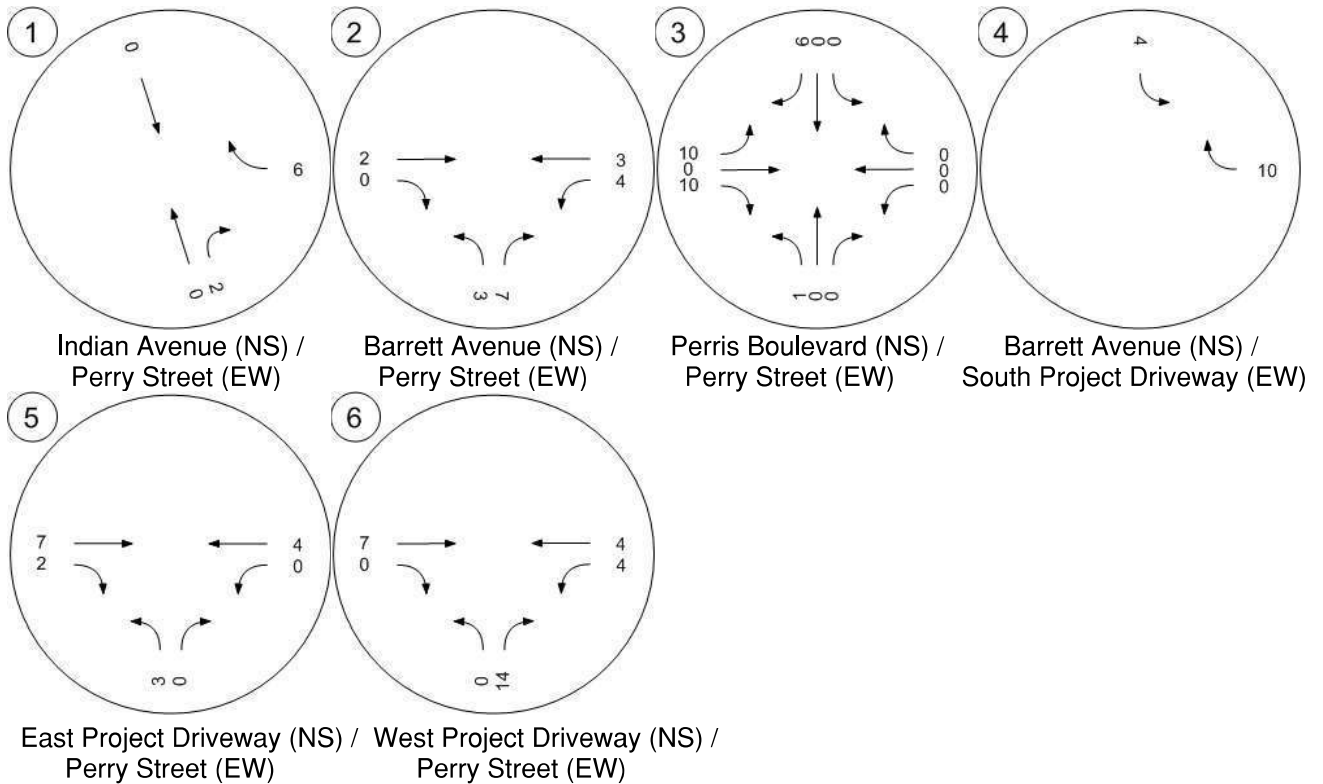
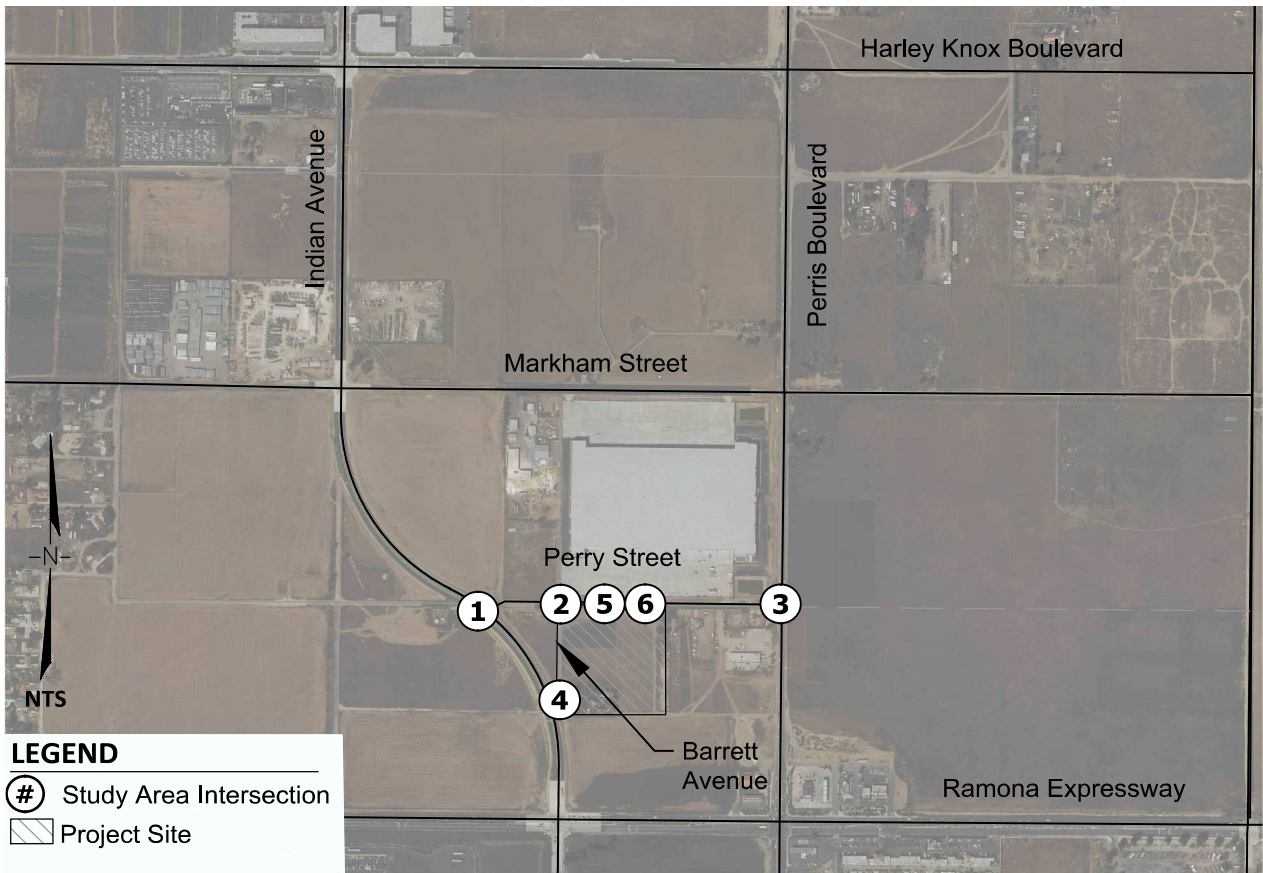


Figure 4-G – Project Only AM Peak Hour Intersection Volumes (in PCE) - Option 2



LEGEND

- # Study Area Intersection
- ▨ Project Site

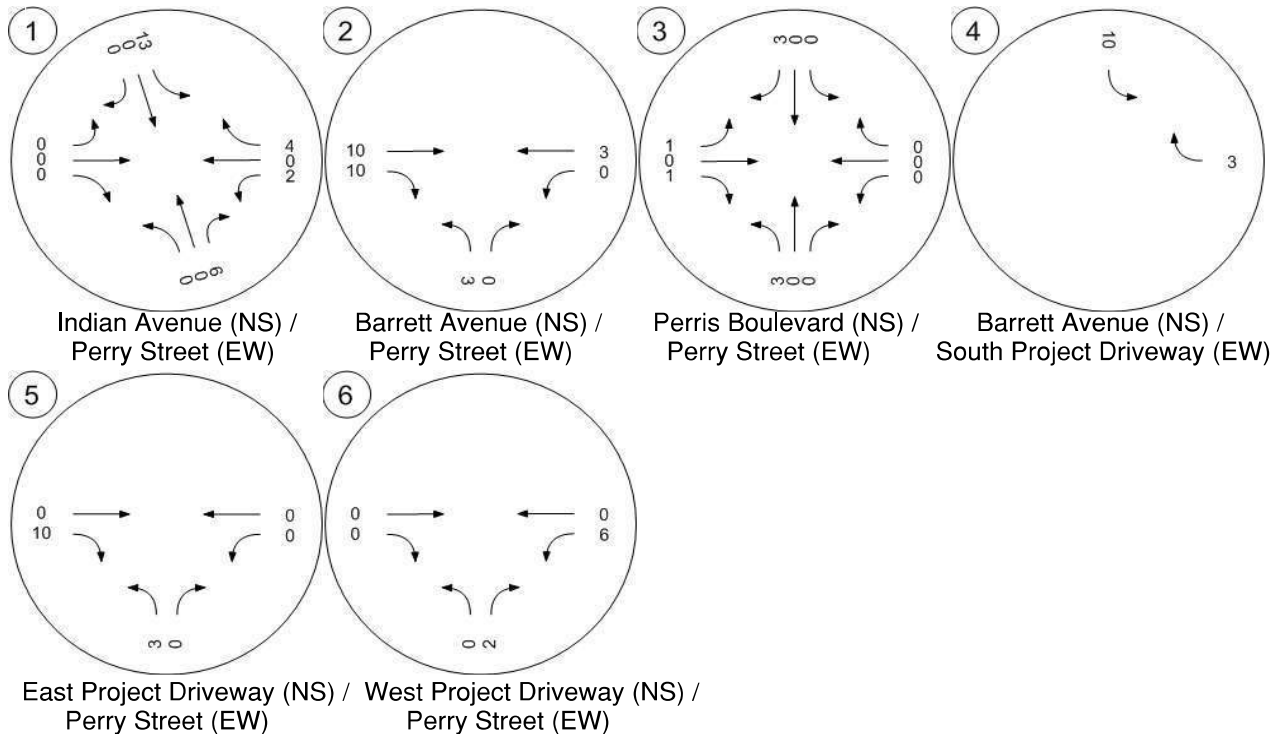
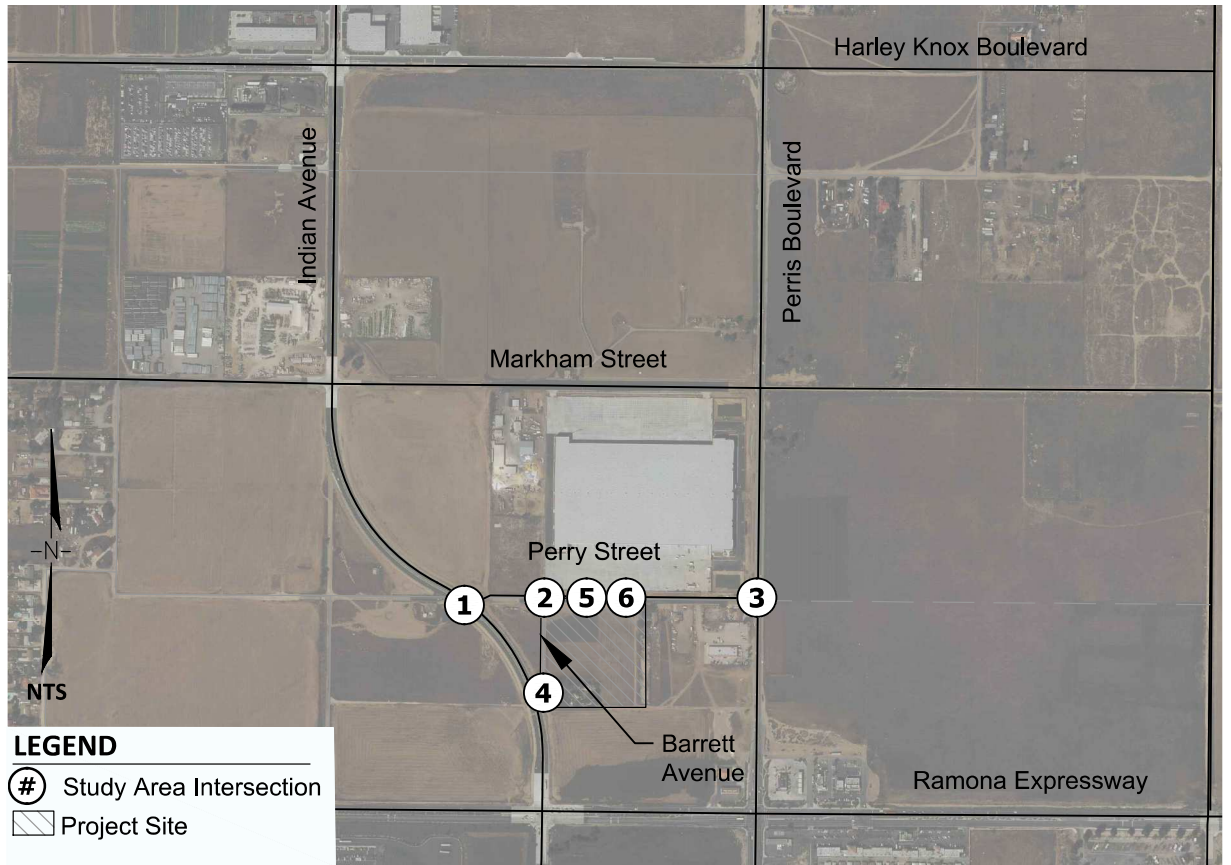
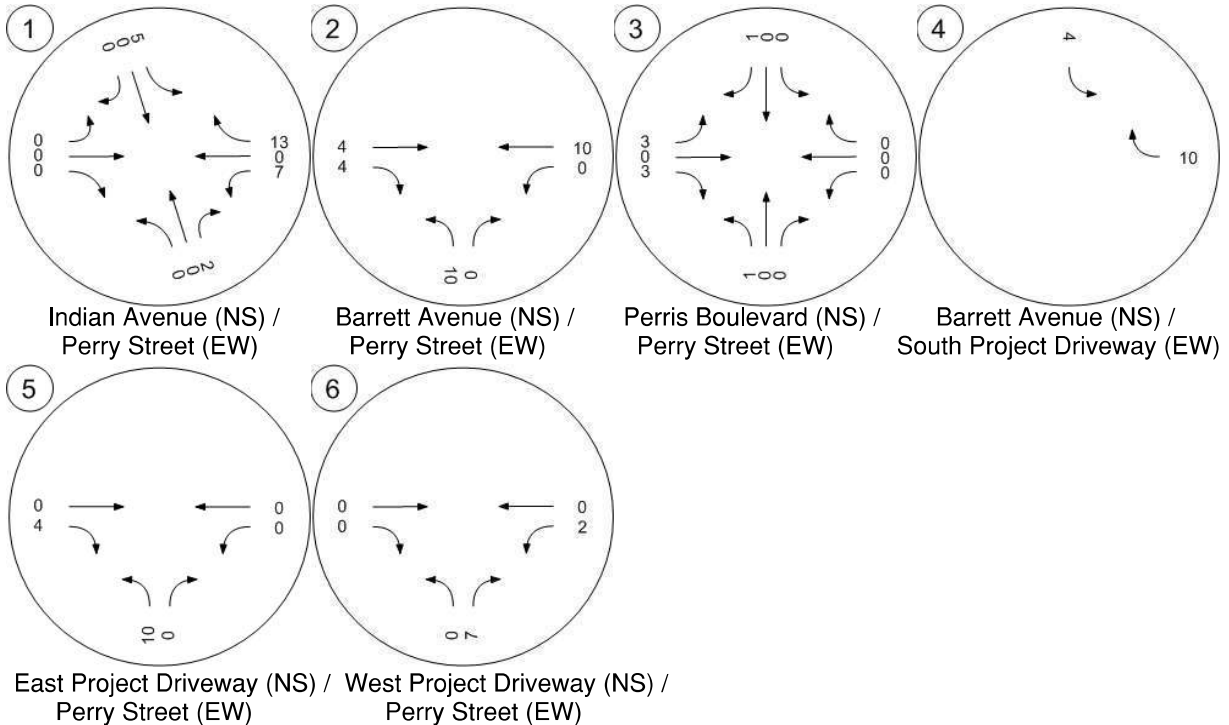


Figure 4-H – Project Only PM Peak Hour Intersection Volumes (in PCE) - Option 2



LEGEND
 # Study Area Intersection
 ▨ Project Site



4.4 Planned Development Project Generated Traffic

Planned development projects are those projects identified by the counties and cities within the study area that are anticipated to be completed and contribute vehicle trips to the roadway network by the project's opening year (2020). The City of Perris, County of Riverside and the City of Moreno Valley provided a list of projects that are in development within the study area of this Project. Traffic from these planned development projects is expected to have an impact on levels of service. The planned development projects within the study area are listed in **Table 4-3**. The location of these projects are shown in **Figure 4-I**. The AM and PM peak hour intersection turning movement volumes for cumulative projects are shown in **Figure 4-J** and **Figure 4-K**, respectively.

Table 4-3 – Planned Development Projects within the Study Area

No	Project Name	Land Use	Quantity	Units	Jurisdiction	Location
1	Bargemann / DPR 07-09-0018	Warehousing	173.000	TSF	Perris	NEC OF WEBSTER & NANCE
2	Duke 2 / DPR 16-00008	High-Cube Warehouse	669.000	TSF	Perris	NEC OF INDIAN & MARKHAM
3	First Perry / DPR 16-00013	High-Cube Warehouse	240.000	TSF	Perris	SWC OF REDLANDS AVE. & PERRY ST.
4	Gateway / DPR 16-00003	High-Cube Warehouse	400.000	TSF	Perris	SOUTH OF HARLEY KNOX BLVD. EAST OF HWY. 215
5	Integra / DPR 14-02-0014	High-Cube Warehouse	864.000	TSF	Perris	EAST OF WEBSTER AVE. SOUTH OF NANCE ST.
6	OLC 1 / DPR 12-10-0005	High-Cube Warehouse	1,455.000	TSF	Perris	WEST OF WEBSTER AVE. NORTH OF RAMONA Exwy.
7	OLC2 / DPR 14-01-0015	High-Cube Warehouse	1,037.000	TSF	Perris	WEST OF WEBSTER AVE. NORTH OF MARKHAM ST.
8	Markham East / DPR 05-0477	High-Cube Warehouse	460.000	TSF	Perris	SWC OF REDLANDS AVE. & MARKHAM ST.
9	Markham Industrial / DPR 16-00015	Warehousing	170.000	TSF	Perris	NEC OF INDIAN AVE. & MARKHAM ST.
10	Rados / DPR 07-0119	High-Cube Warehouse	1,200.000	TSF	Perris	NWC OF INDIAN AVE. & RIDER ST.
11	Rider 1 / DPR 16-0365	High-Cube Warehouse	350.000	TSF	Perris	SWC OF REDLANDS AVE. & RIDER ST.
12	Rider 2 & 4	High-Cube Warehouse	1,376.721	TSF	Perris	NORTH OF RIDER ST. EAST OF REDLANDS
13	Rider 3 / DPR 06-0432	High-Cube Warehouse	640.000	TSF	Perris	NORTH OF RIDER ST. WEST OF REDLANDS
14	Westcoast Textile / DPR 16-00001	Warehousing	180.000	TSF	Perris	SWC OF INDIAN ST. & NANCE ST.
15	Duke at Patterson / DPR 17-00001	High-Cube Warehouse	811.000	TSF	Perris	SEC OF PATTERSON AVE. & MARKHAM ST.
16	Harley Knox Commerce Park / DPR 16-004	High-Cube Warehouse	386.278	TSF	Perris	NWC OF HARLEY KNOX BLVD. & REDLANDS AVE.
17	Perris Marketplace / DPR 05-0341	Commercial Retail	520.000	TSF	Perris	WEST OF PERRIS BLVD. AT AVOCADO AVE.
18	Stratford Ranch Residential / TTM 36648	SFDR	270	DU	Perris	WEST OF EVANS RD. AT MARKHAM ST.
19	Pulte Residential / TTM 30850	SFDR	496	DU	Perris	WEST OF EVANS RD. AT CITRUS AVE.
20	Perris Circle 3	Warehousing	210.900	TSF	Perris	NWC OF REDLANDS AVE. AND NANCE AVE.

SFDR: Single Family Detached Residential, TSF = 1,000 Square Feet Gross Floor Area, DU = Dwelling Units.

¹ Indian and Ramona Warehouse Traffic Impact Analysis, Urban Cross Roads Dated October, 2018.

Table 4-3 – Continued – Planned Development Projects Within Study Area

No	Project Name	Land Use	Quantity	Units	Jurisdiction	Location
21	Kearney	High-Cube Warehouse	1100.000	TSF	Moreno Valley	EAST OF PERRIS BLVD. AT SAN MICHEL RD.
22	IDS	High-Cube Warehouse	701.000	TSF	Moreno Valley	SEC OF HEACOCK ST. & SAN MICHELE RD.
23	First Industrial	High-Cube Warehouse	1380.000	TSF	Moreno Valley	SWC OF INDIAN AVE. & NANDINA AVE.
24	Prologis 1	High-Cube Warehouse	1000.000	TSF	Moreno Valley	NEC OF INDIAN AVE. & MARIPOSA AVE.
25	Moreno Valley Industrial Park	High-Cube Warehouse	207.684	TSF	Moreno Valley	NEC OF HEACOCK ST. & IRIS AVE.
26	Moreno Valley Walmart	Retail	193.000	TSF	Moreno Valley	SWC OF PERRIS BLVD. & GENTIAN AVE.
27	Phelan Development	High-Cube Warehouse	98.210	TSF	Moreno Valley	SEC OF INDIAN ST. & NANDINA AVE.
28	Nandina Industrial Center	High-Cube Warehouse	335.966	TSF	Moreno Valley	SOUTH OF NANDINA AVE. WEST OF PERRIS BLVD.
29	Indian Street Commerce Center	High-Cube Warehouse	433.918	TSF	Moreno Valley	SWC OF INDIAN ST. & GROVEVIEW RD.
30	Tract 22180	SFDR	140	DU	Moreno Valley	NORTH OF GENTIAN AVE. EAST OF INDIAN ST.
31	Tract 36760	SFDR	221	DU	Moreno Valley	SEC OF INDIAN ST. & GENTIAN AVE.
32	PEN18-0042	SFDR	2	DU	Moreno Valley	SEC OF INDIAN ST. & KRAMERIA AVE.
33	Tract 33024	SFDR	8	DU	Moreno Valley	SEC OF INDIAN ST. & KRAMERIA AVE.
34	Tract 32716	SFDR	57	DU	Moreno Valley	NEC OF INDIAN ST. & MARIPOSA AVE.
35	Tract 31442	SFDR	63	DU	Moreno Valley	NWC OF PERRIS BLVD. & MARIPOSA AVE.
36	McCanna Hills / TTM 33978	SFDR	63	DU	Riverside County	SWC OF SHERMAN AVE. & WALNUT AVE.
37	Indian and Ramona Warehouse	Warehouse	428.730	TSF	Perris	NWC of Indian Avenue and Ramona Street

SFDR: Single Family Detached Residential, TSF = 1,000 Square Feet Gross Floor Area, DU = Dwelling Units.

¹ Indian and Ramona Warehouse Traffic Impact Analysis, Urban Cross Roads Dated October, 2018.

Figure 4-I – Planned Development Project Locations within the Study Area

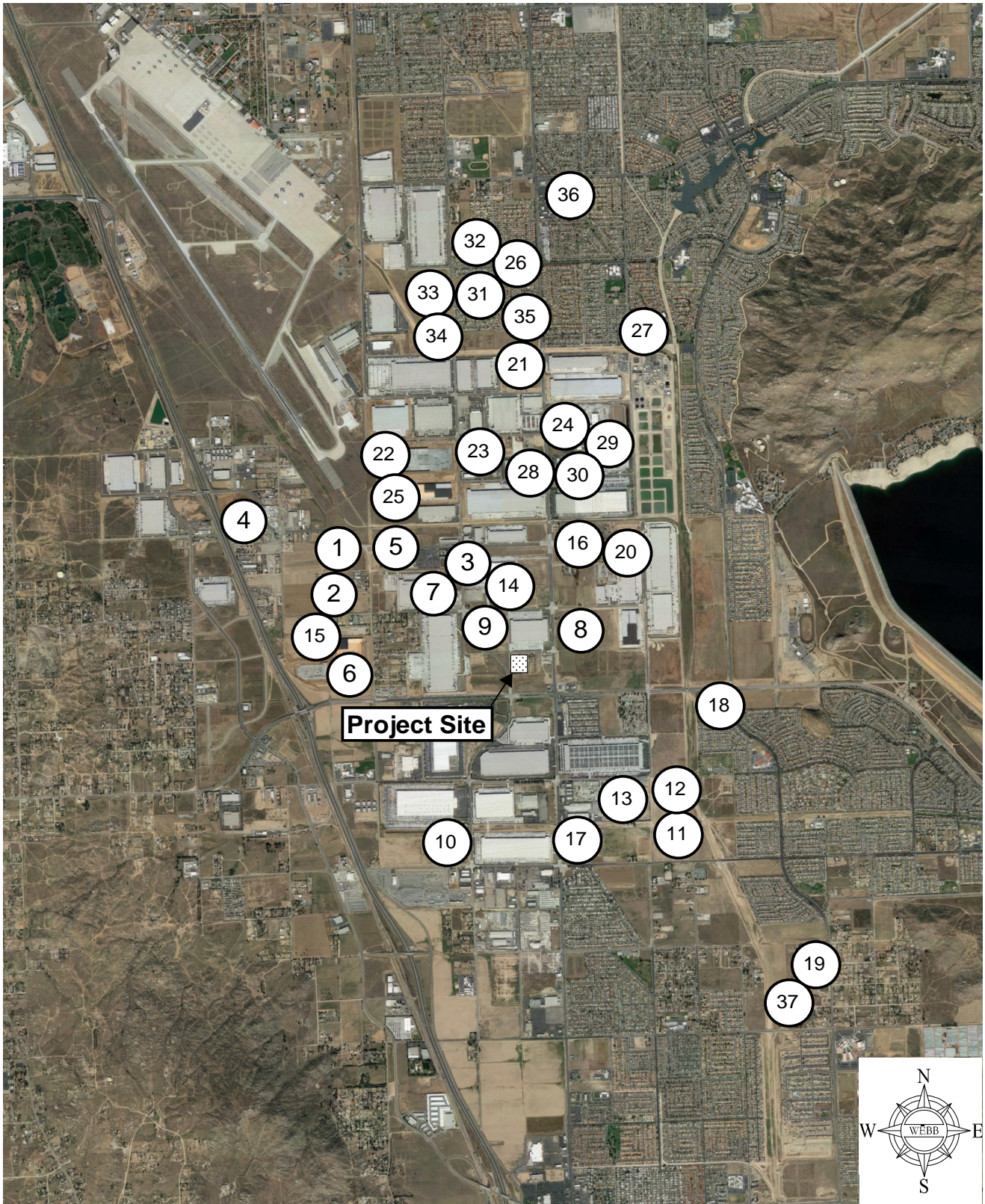


Figure 4-J – Planned Development Projects Only AM Peak Hour Intersection Volumes



LEGEND

- # Study Area Intersection
- Project Site

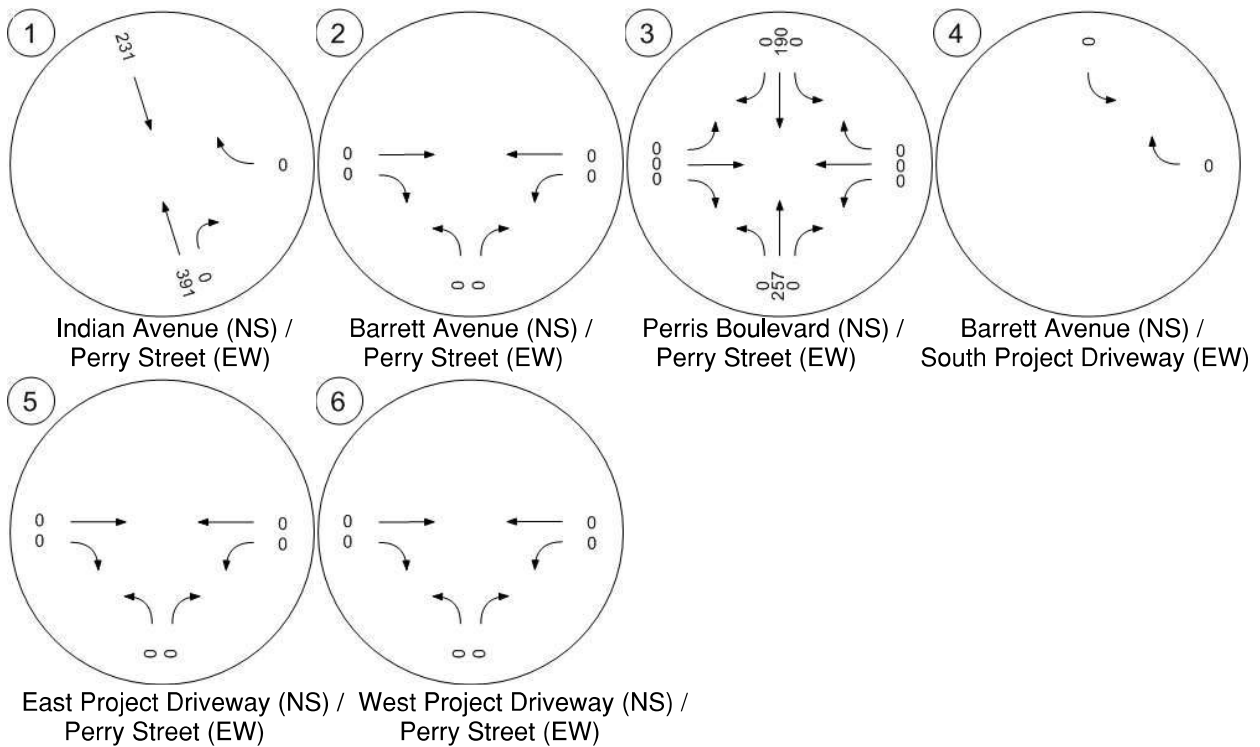
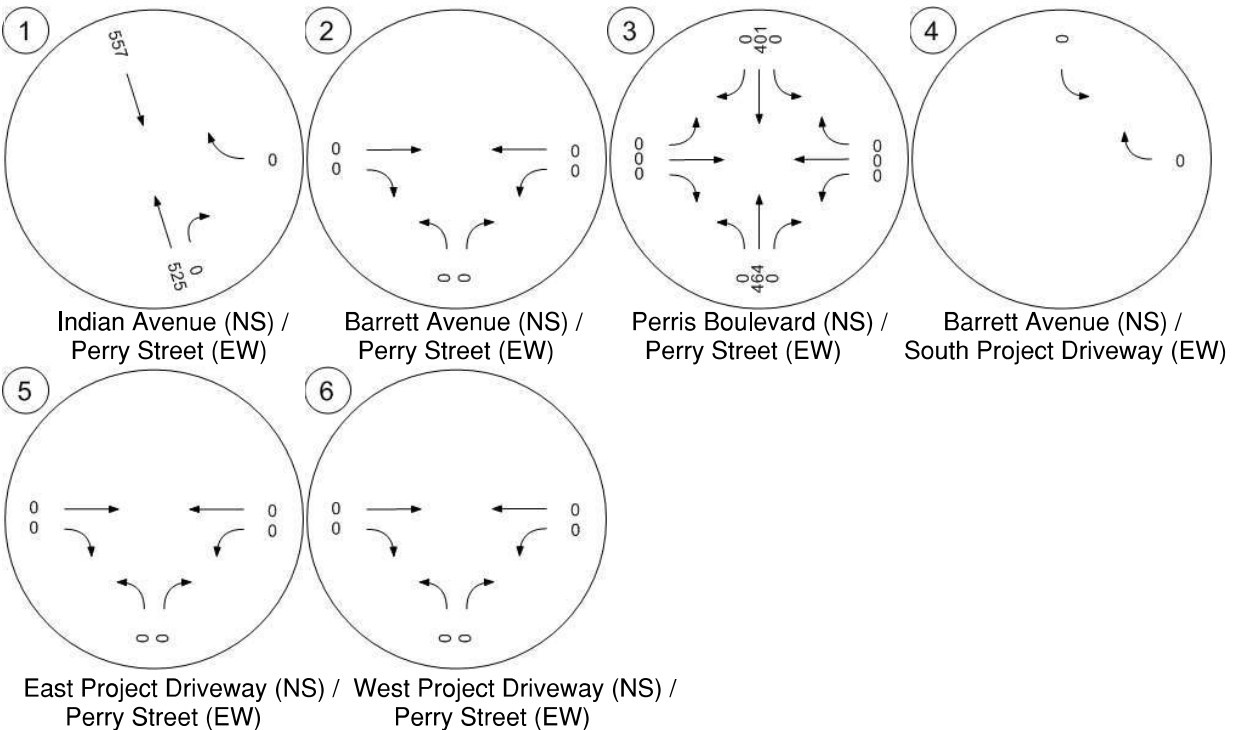
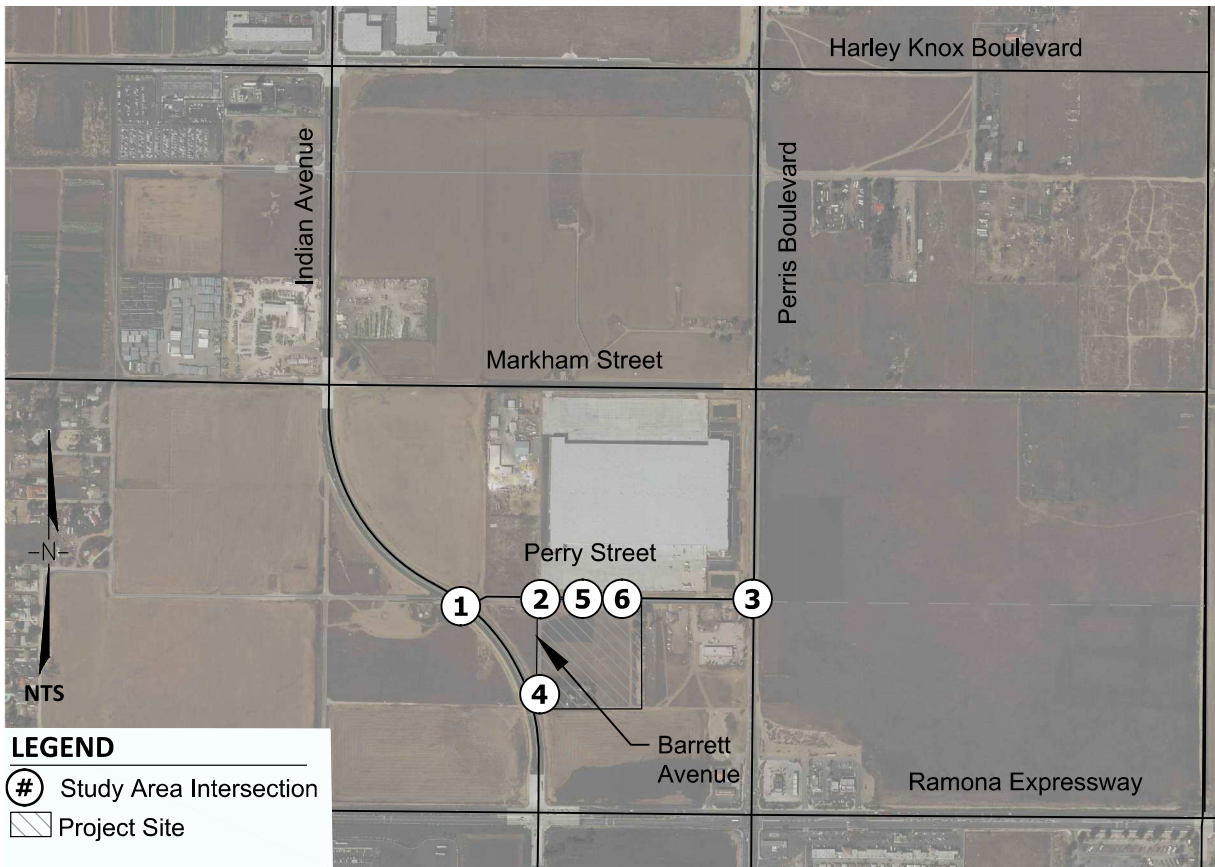


Figure 4-K – Planned Development Projects Only PM Peak Hour Intersection Volumes



5.0 TRAFFIC ANALYSIS

5.1 Capacity and Level of Service and Improvement Analysis – Options 1 & 2

- Option 1 analyses the intersection of Indian Avenue and Perry Street as a stop controlled intersection. Levels of Service for option 1 are presented in sections 5.1.1 through 5.1.4.
- Option 2 analyses the intersection of Indian Avenue and Perry Street as a signalized intersection. Level of Service for option 2 are presented in sections 5.1.5 through 5.1.8.

5.1.1 Levels of Service – Existing Plus Project Conditions – Option 1

The Existing Plus Project (2019) scenario includes existing traffic and Project traffic. **Table 5-1** provides the projected delay and levels of service at the study intersections under existing plus project conditions without off-site improvements. The six study area intersections all operate at LOS A for this scenario. The Project AM and PM peak hour intersection turning movement volumes are shown in **Figure 5-A** and **Figure 5-B**. The levels of service are based upon the existing geometrics for the study area intersections. The level of service calculation worksheets for the intersections are provided in Appendix E. None of the intersections operate at unacceptable level of service.

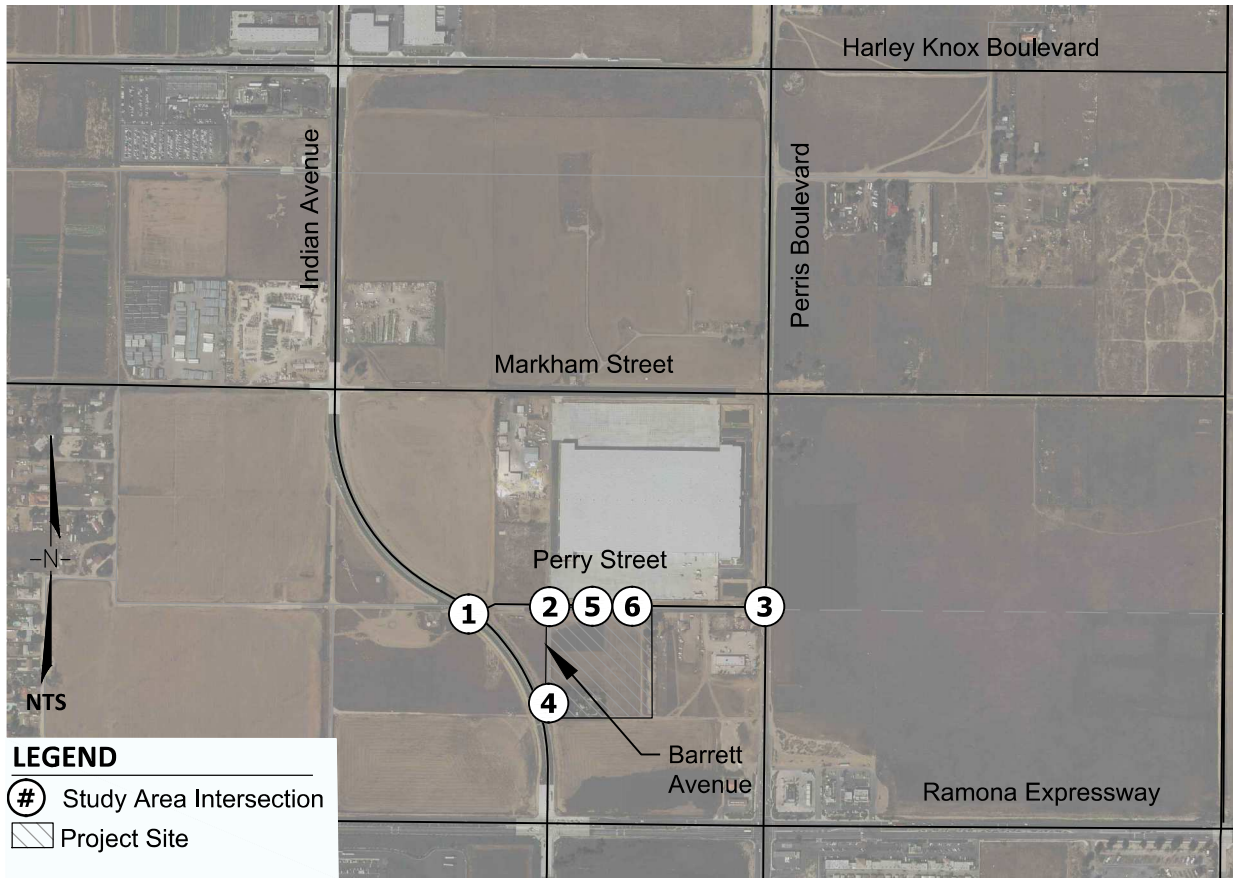
Table 5-1 – Intersection LOS – Existing Plus Project Conditions – Option 1

Intersection	Peak Hour	Without Project			With Project		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Indian Avenue (NS) Perry Street (EW)	AM	OWSC	9.6	A	OWSC	9.6	A
	PM		9.1	A		9.1	A
2. Barrett Avenue (NS) Perry Street (EW)	AM	OWSC	8.8	A	OWSC	8.9	A
	PM		8.6	A		8.7	A
3. Perris Boulevard (NS) Perry Street (EW)	AM	Signal	2.9	A	Signal	3.3	A
	PM		2.5	A		3.3	A
4. Barrett Avenue (NS) South Project Driveway (EW)	AM	<i>Does Not Exist</i>			OWSC	0.0	A
	PM					0.0	A
5. West Project Driveway (NS) Perry Street (EW)	AM	<i>Does Not Exist</i>			OWSC	8.9	A
	PM					8.7	A
6. East Project Driveway (NS) Perry Street (EW)	AM	<i>Does Not Exist</i>			OWSC	8.5	A
	PM					8.5	A

OWSC = One Way Stop Controlled.

Source: Appendix E

Figure 5-A – Existing Plus Project AM Peak Hour Intersection Volumes – Option 1



LEGEND
 # Study Area Intersection
 ▭ Project Site

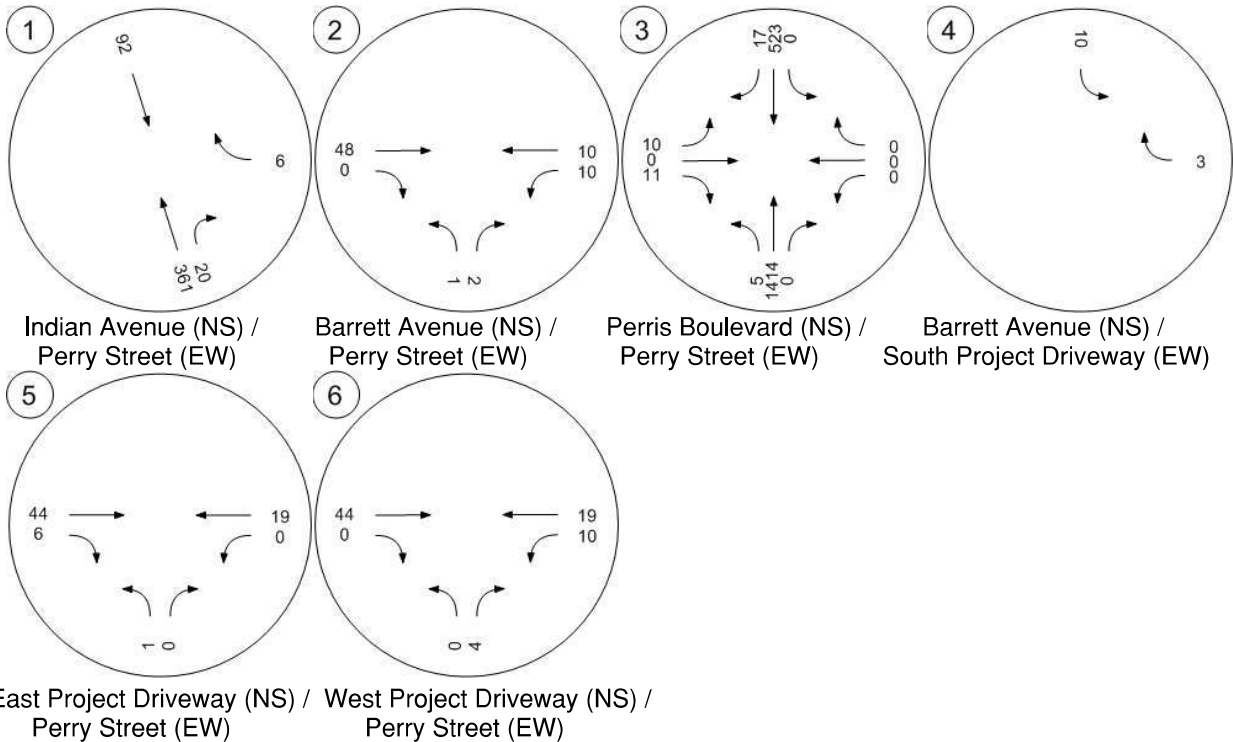
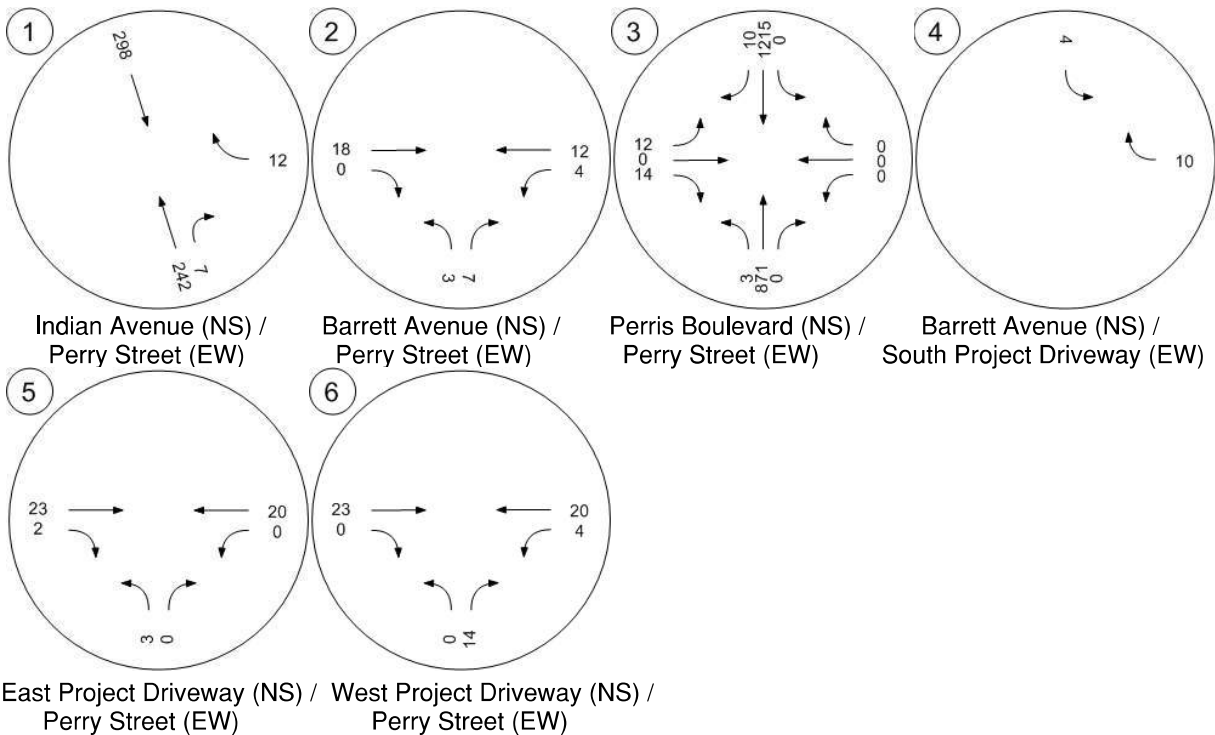
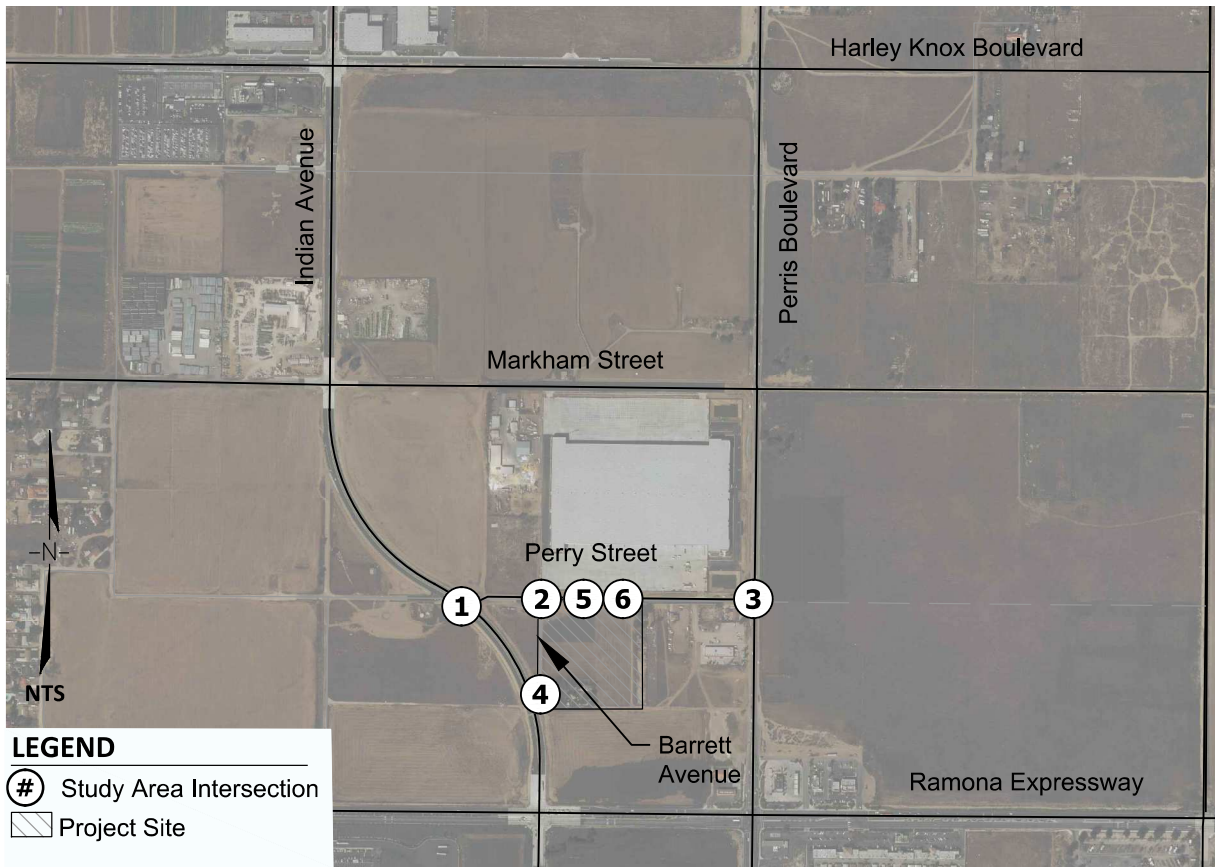


Figure 5-B – Existing Plus Project PM Peak Hour Intersection Volumes – Option 1



5.1.2 Levels of Service – Existing Plus Ambient Growth Plus Cumulative Projects Plus Project Conditions – Option 1

The Existing Plus Ambient Growth Plus Cumulative Projects Plus Project scenario includes existing traffic, an ambient growth of 3 % per year for one year to 2020, other projects in the project area provided by the County of Riverside, City of Moreno Valley and City of Perris and project traffic. **Table 5-2** provides the projected delay and levels of service at the study intersections under Existing Plus Ambient Growth Plus Cumulative Projects Plus Project conditions without off-site improvements. Intersections operate at LOS A or B. The Existing Plus Ambient Growth Plus Cumulative Projects Plus Project AM and PM peak hour intersection turning movement volumes are shown in **Figure 5-C** and **Figure 5-D**. The levels of service are based upon the existing geometrics for the study intersections. The level of service calculation worksheets are provided in Appendix E. None of the study intersections are expected to operate at an unacceptable level of service.

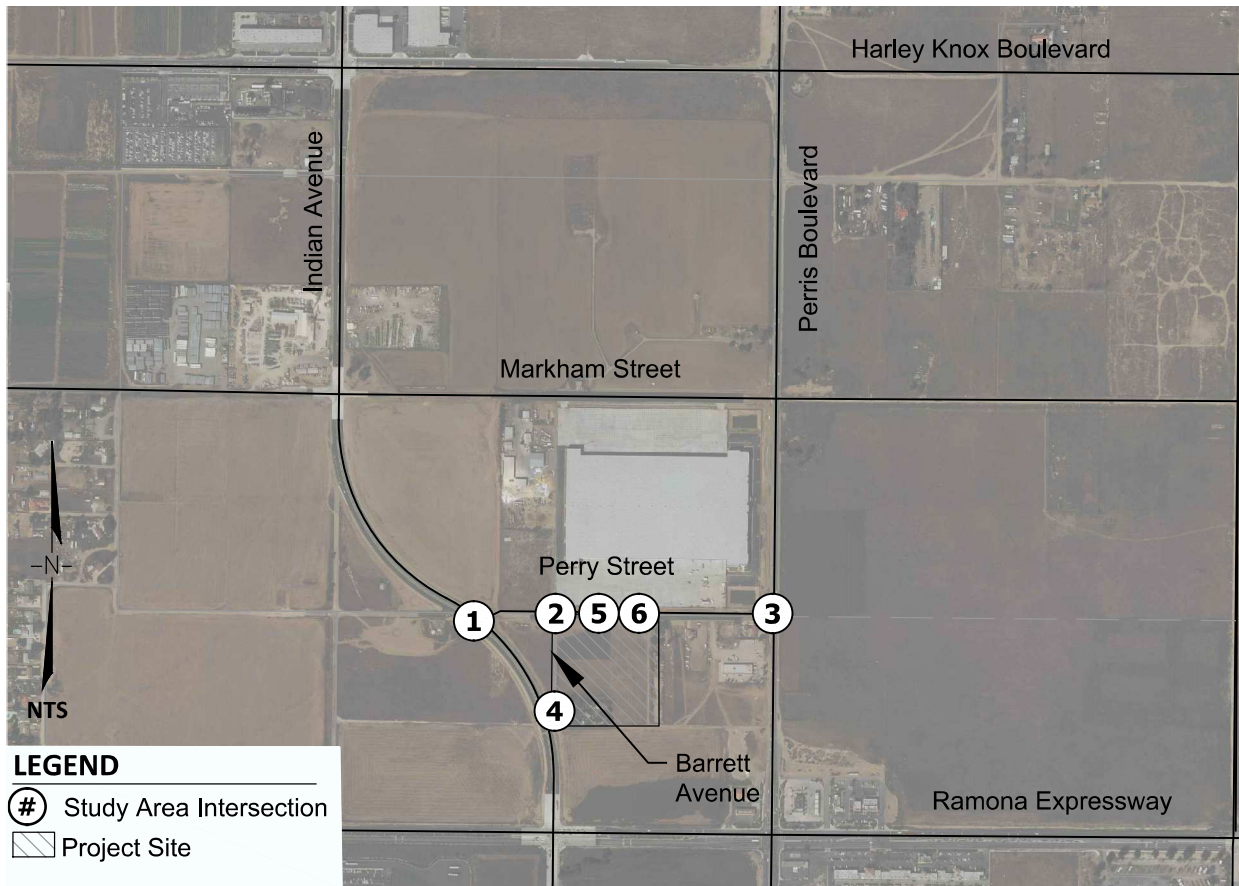
Table 5-2 – Intersection LOS – Existing Plus Ambient Growth Plus Cumulative Projects Plus Project Conditions – Option 1

Intersection	Peak Hour	Without Project			With Project		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Indian Avenue (NS) Perry Street (EW)	AM	OWSC	11.6	B	OWSC	11.6	B
	PM		11.4	B		11.5	B
2. Barrett Avenue (NS) Perry Street (EW)	AM	OWSC	8.8	A	OWSC	9.0	A
	PM		8.6	A		8.8	A
3. Perris Boulevard (NS) Perry Street (EW)	AM	Signal	2.7	A	Signal	3.0	A
	PM		2.3	A		3.0	A
4. Barrett Avenue (NS) South Project Driveway (EW)	AM	<i>Does Not Exist</i>			OWSC	0.0	A
	PM					0.0	A
5. West Project Driveway (NS) Perry Street (EW)	AM	<i>Does Not Exist</i>			OWSC	8.9	A
	PM					8.8	A
6. East Project Driveway (NS) Perry Street (EW)	AM	<i>Does Not Exist</i>			OWSC	8.5	A
	PM					8.5	A

OWSC = One Way Stop Controlled.

Source: Appendix E

Figure 5-C – Existing Plus Ambient Growth Plus Cumulative Projects Plus Project AM Peak Hour Intersection Volumes – Option 1



LEGEND

- ① Study Area Intersection
- ▨ Project Site

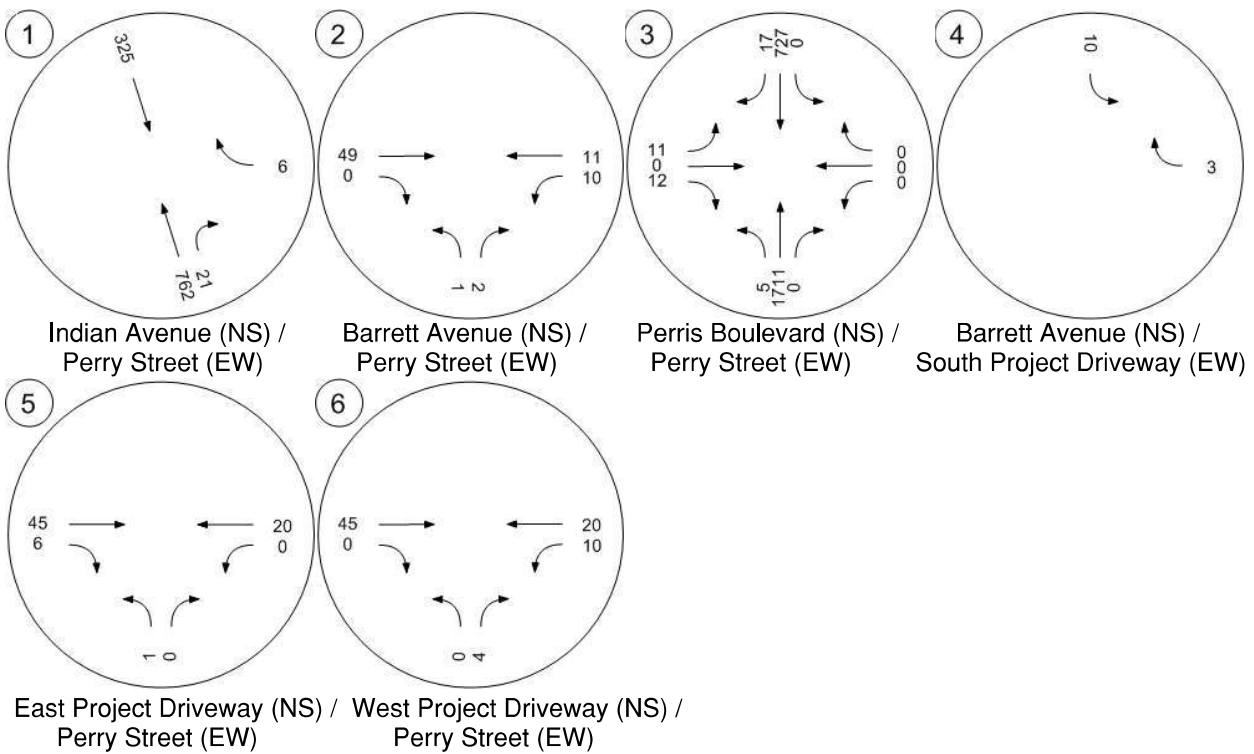
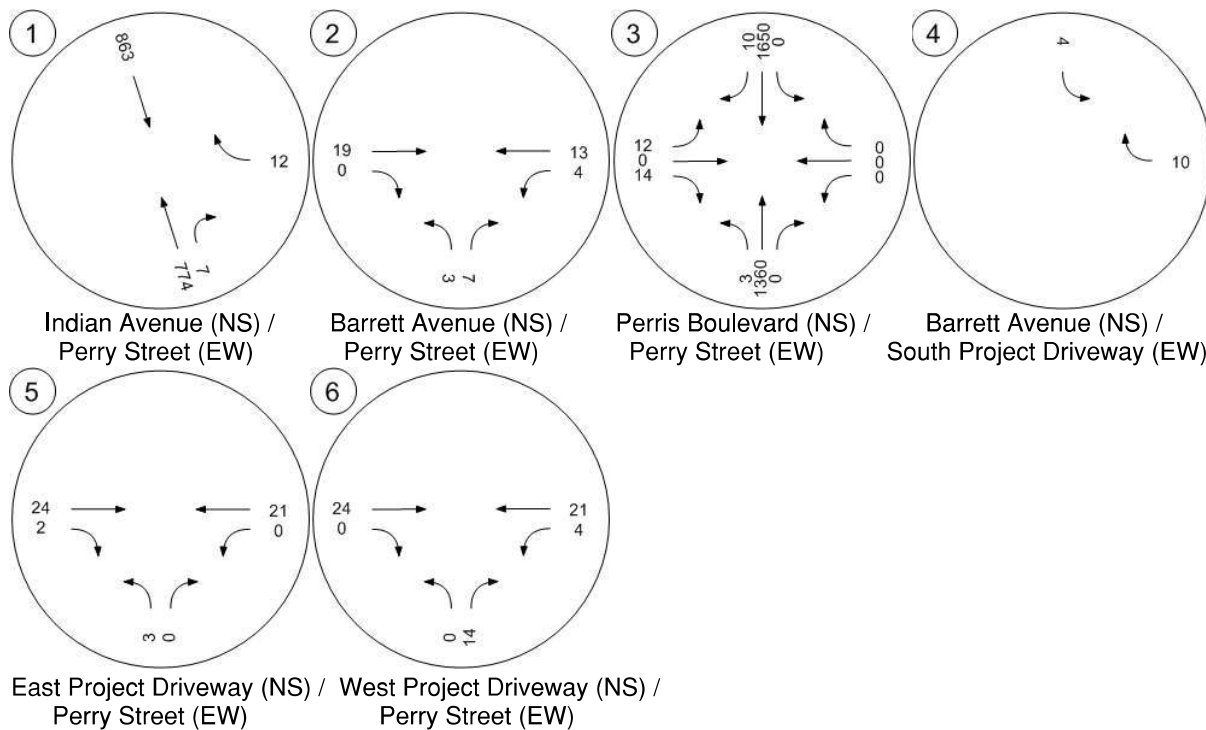
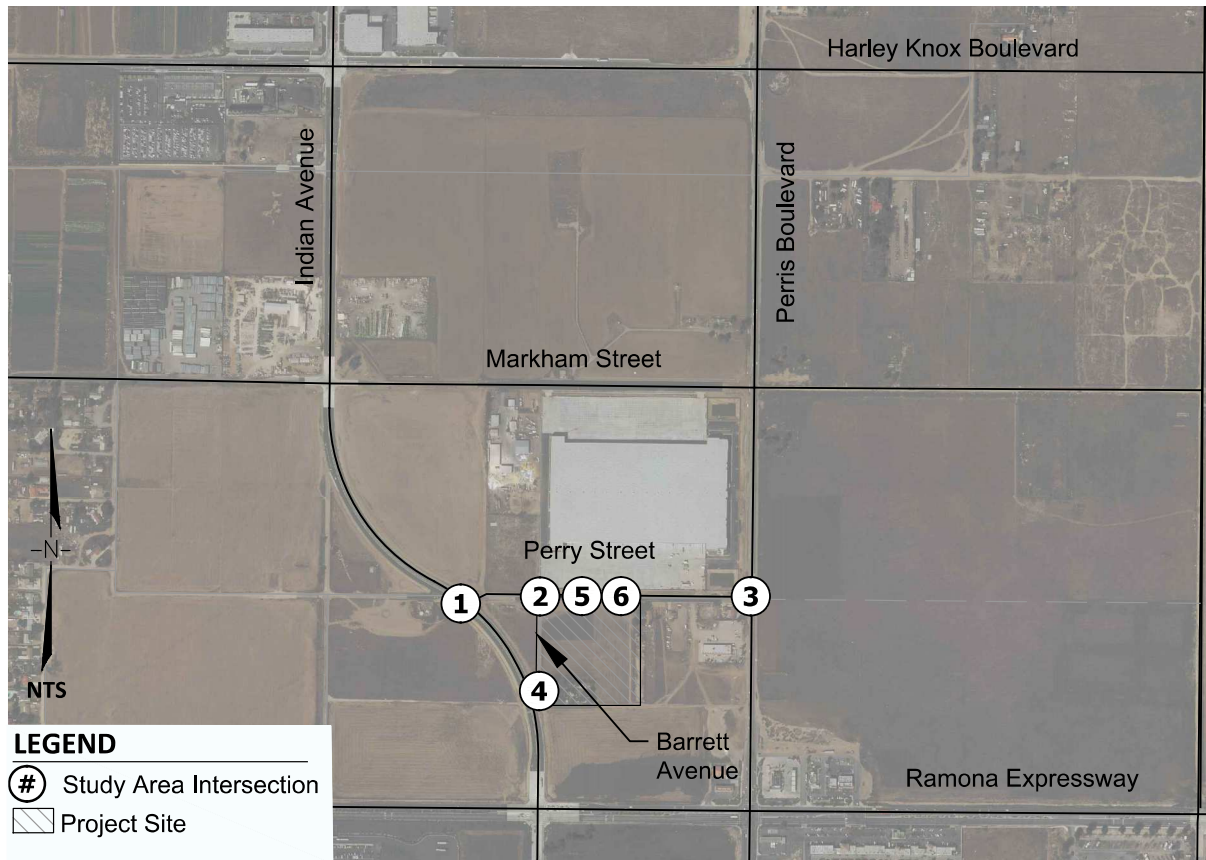


Figure 5-D – Existing Plus Ambient Growth Plus Cumulative Projects Plus Project PM Peak Hour Intersection Volumes – Option 1



5.1.3 Levels of Service – Existing Plus Project Conditions – Option 2

The Existing Plus Project (2019) scenario includes existing traffic and Project traffic. **Table 5-3** provides the projected delay and levels of service at the study intersections under existing plus project conditions with off-site improvements. The six intersections operate at LOS A for this scenario. The Project AM and PM peak hour intersection turning movement volumes are shown in **Figure 5-E** and **Figure 5-F**. The levels of service are based upon the existing geometrics for the study area intersections. The level of service calculation worksheets for the intersections are provided in Appendix E. None of the intersections operate at unacceptable level of service.

Table 5-3 – Intersection LOS – Existing Plus Project Conditions – Option 2

Intersection	Peak Hour	Without Project			With Project		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Indian Avenue (NS) Perry Street (EW)	AM	Signal	2.5	A	Signal	4.7	A
	PM		2.6	A		5.1	A
2. Barrett Avenue (NS) Perry Street (EW)	AM	OWSC	8.8	A	OWSC	8.9	A
	PM		8.6	A		8.8	A
3. Perris Boulevard (NS) Perry Street (EW)	AM	Signal	2.9	A	Signal	3.1	A
	PM		2.5	A		2.8	A
4. Barrett Avenue (NS) South Project Driveway (EW)	AM	<i>Does Not Exist</i>			OWSC	0.0	A
	PM					0.0	A
5. West Project Driveway (NS) Perry Street (EW)	AM	<i>Does Not Exist</i>			OWSC	8.8	A
	PM					8.7	A
6. East Project Driveway (NS) Perry Street (EW)	AM	<i>Does Not Exist</i>			OWSC	8.5	A
	PM					8.4	A

OWSC = One Way Stop Controlled.

Source: Appendix E

Figure 5-E – Existing Plus Project AM Peak Hour Intersection Volumes – Option 2

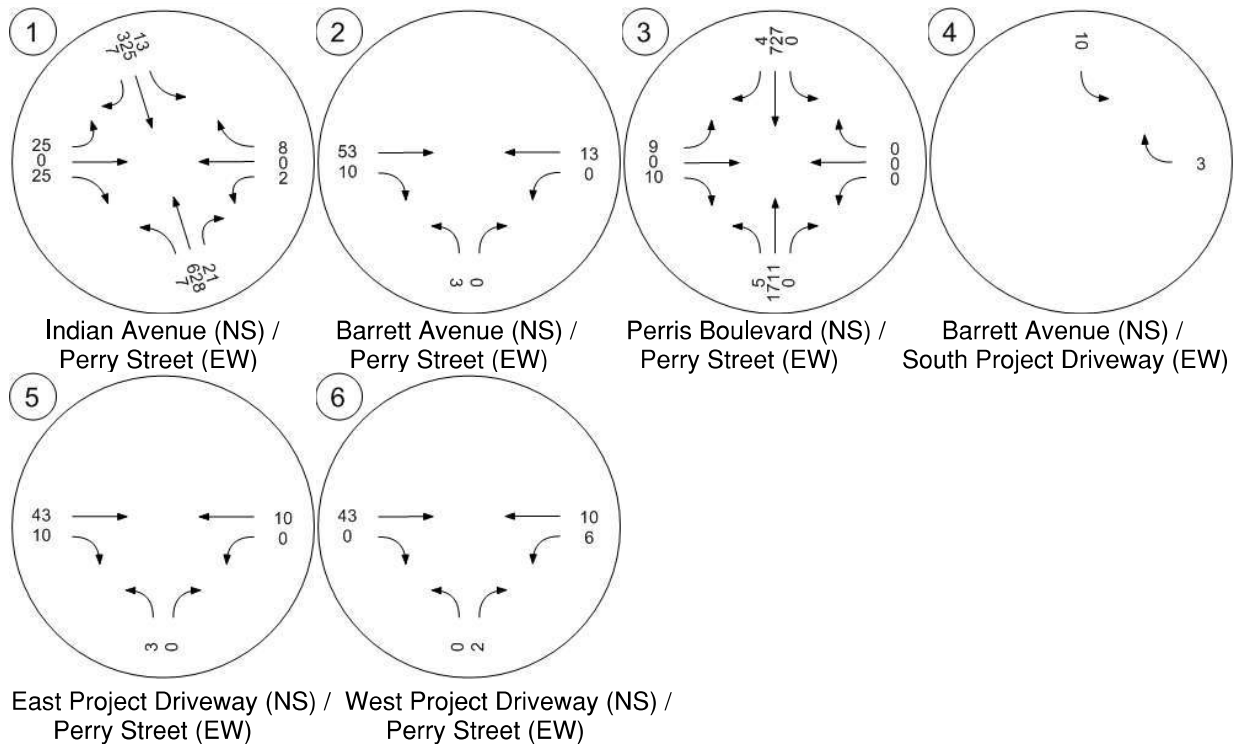
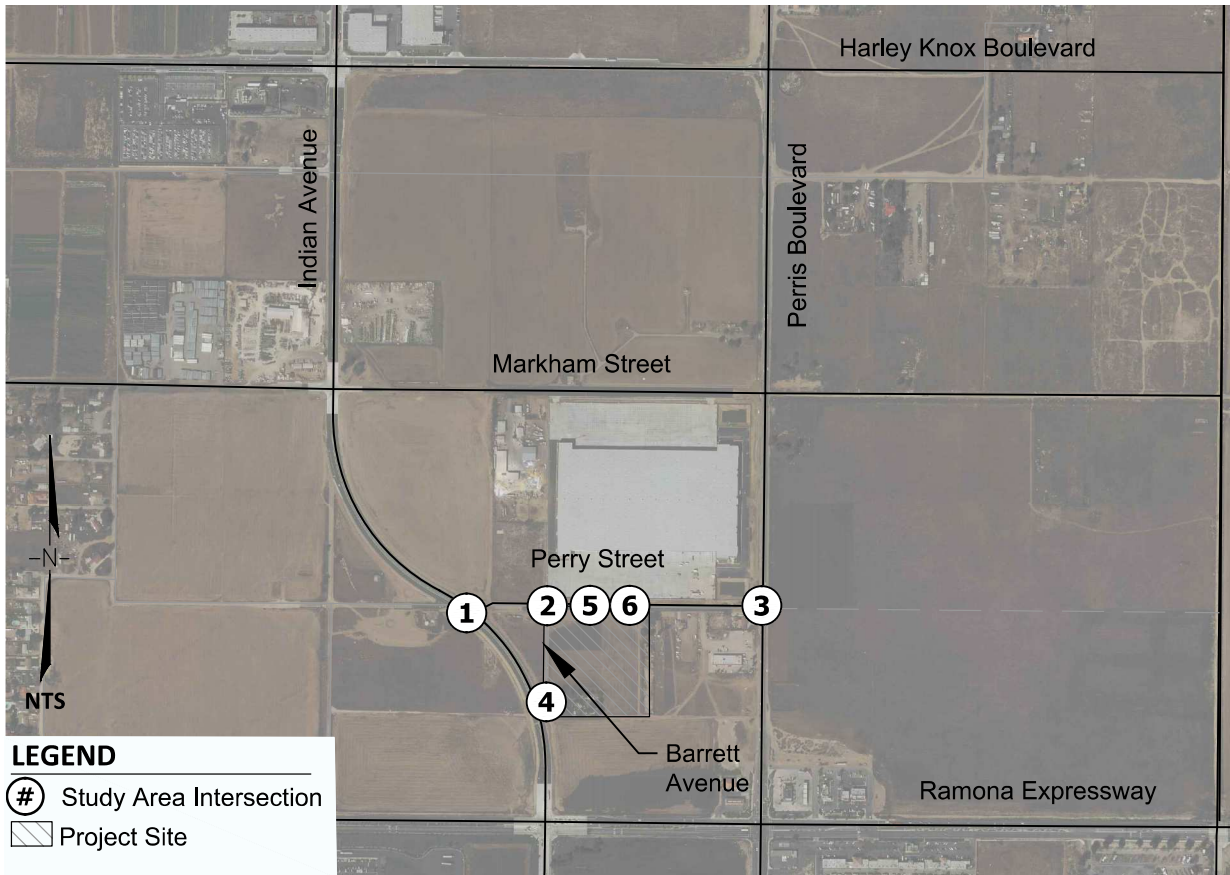
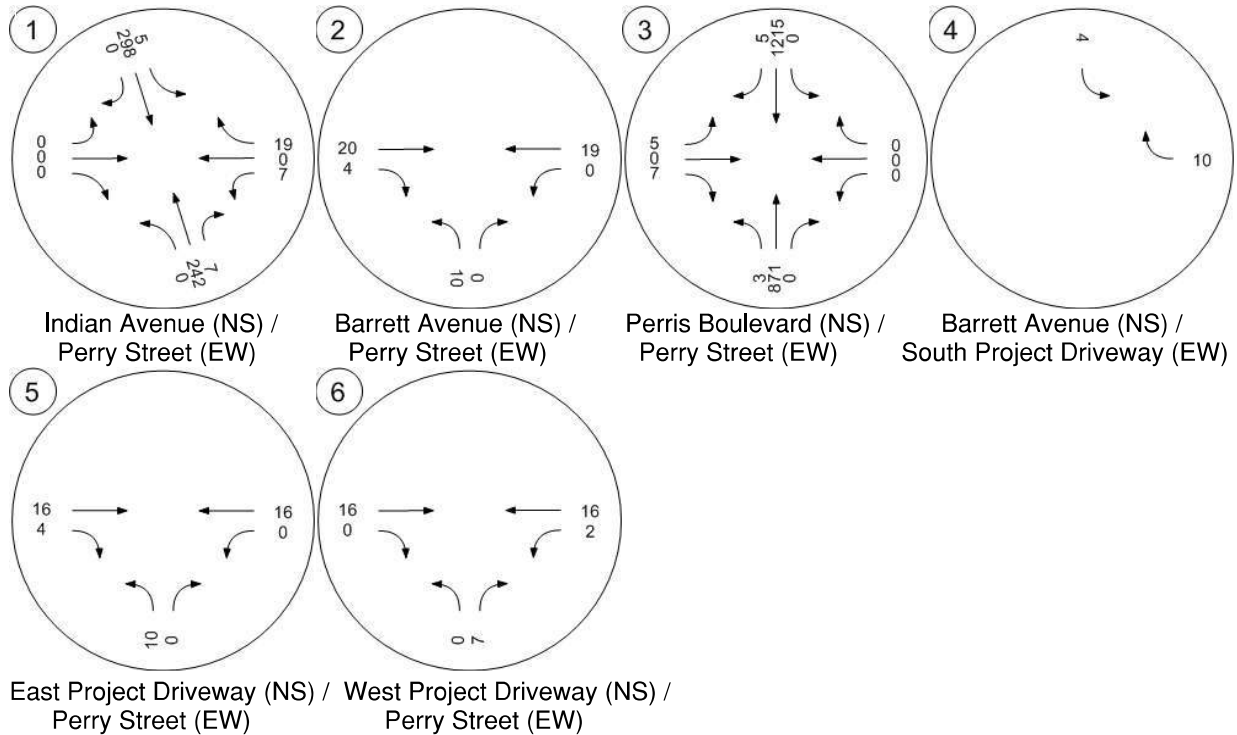
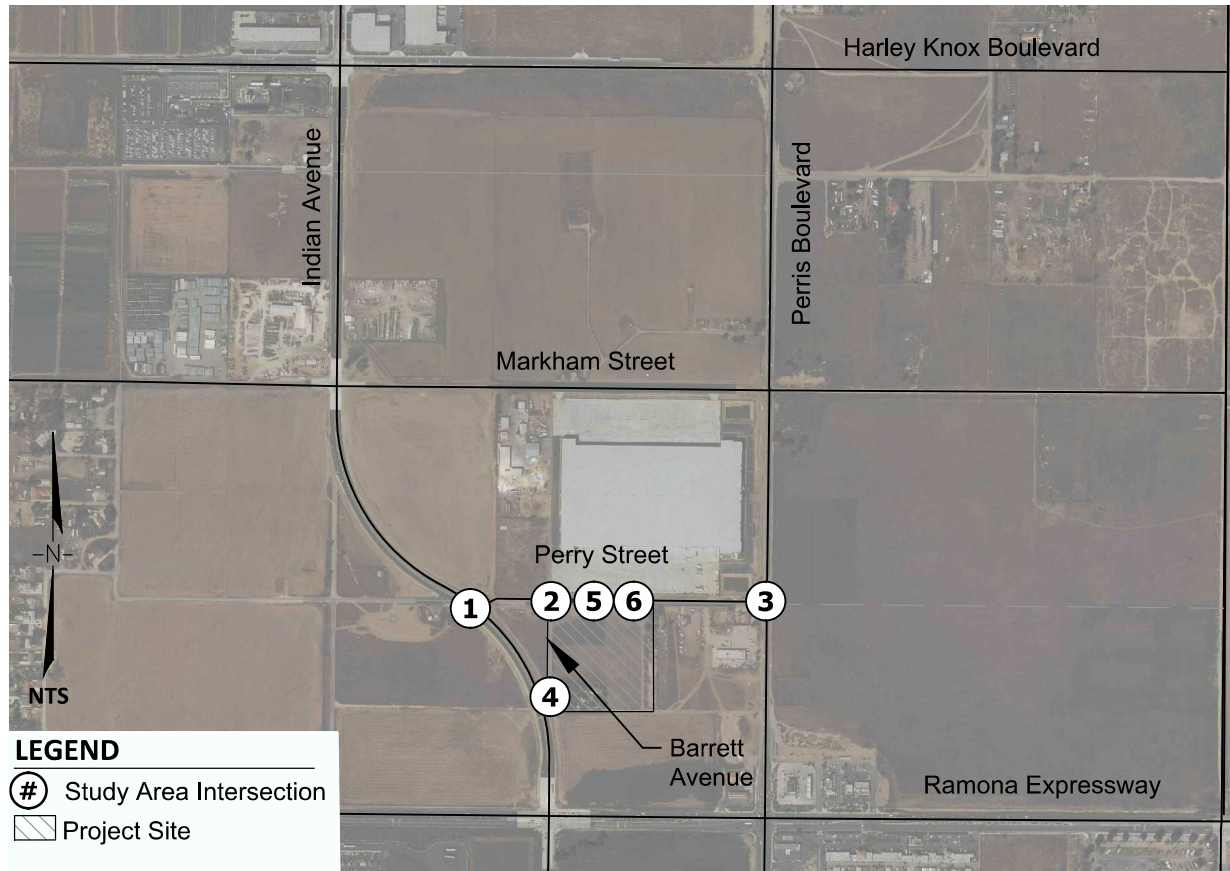


Figure 5-F – Existing Plus Project PM Peak Hour Intersection Volumes – Option 2



5.1.4 Levels of Service – Existing Plus Ambient Growth Plus Cumulative Projects Plus Project Conditions – Option 2

The Existing Plus Ambient Growth Plus Cumulative Projects Plus Project scenario includes existing traffic, an ambient growth of 3 % per year for one year to 2020, other projects in the project area provided by the County of Riverside, City of Moreno Valley and City of Perris and project traffic. **Table 5-4** provides the projected delay and levels of service at the study intersections under Existing Plus Ambient Growth Plus Cumulative Projects Plus Project conditions with off-site improvements. The Existing Plus Ambient Growth Plus Cumulative Projects Plus Project AM and PM peak hour intersection turning movement volumes are shown in **Figure 5-G** and **Figure 5-H**. The levels of service are based upon the existing geometrics for the study intersections. The level of service calculation worksheets are provided in Appendix E. None of the study intersections are expected to operate at an unacceptable level of service.

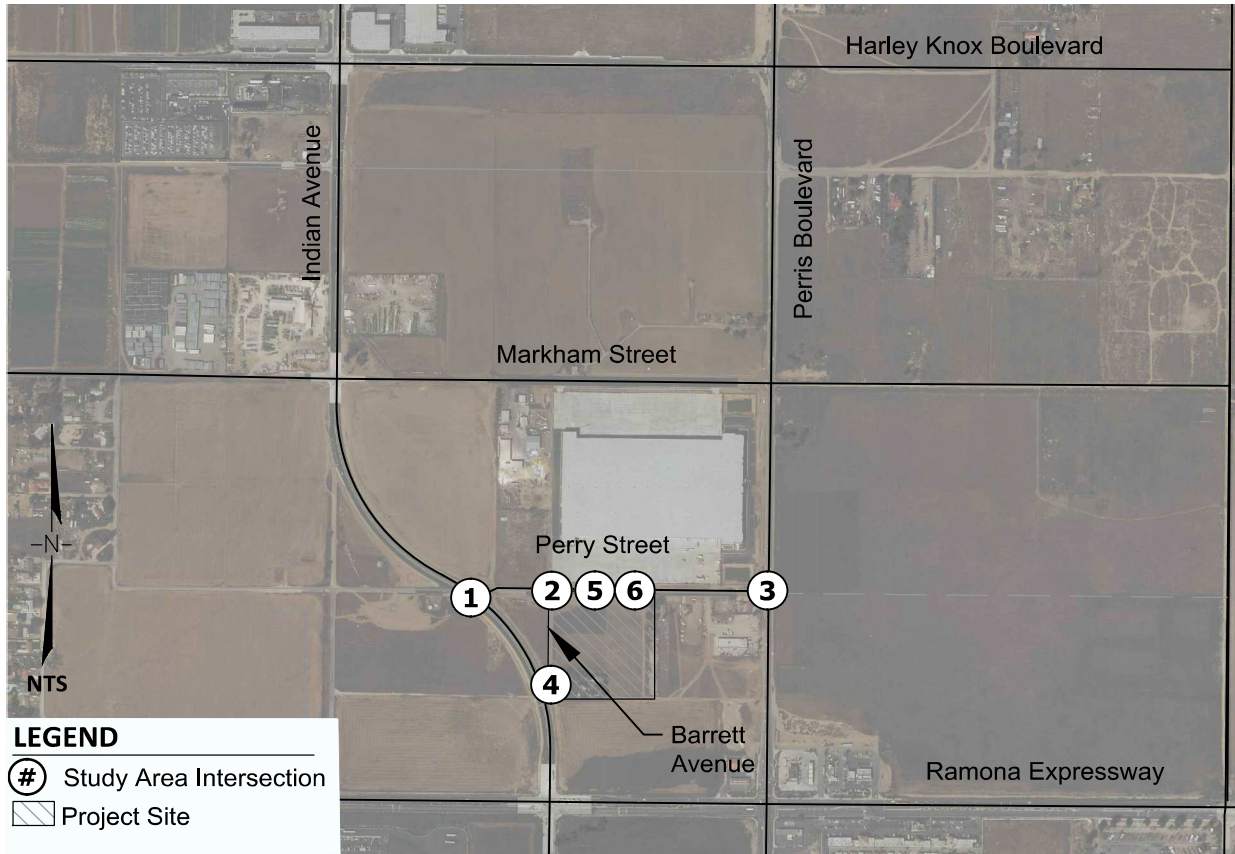
Table 5-4 – Intersection LOS – Existing Plus Ambient Growth Plus Cumulative Projects Plus Project Conditions – Option 2

Intersection	Peak Hour	Without Project			With Project		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Indian Avenue (NS) Perry Street (EW)	AM	Signal	5.9	A	Signal	7.0	A
	PM		5.1	A		6.3	A
2. Barrett Avenue (NS) Perry Street (EW)	AM	OWSC	8.8	A	OWSC	8.9	A
	PM		8.6	A		8.8	A
3. Perris Boulevard (NS) Perry Street (EW)	AM	Signal	3.2	A	Signal	3.3	A
	PM		2.8	A		3.1	A
4. Barrett Avenue (NS) South Project Driveway (EW)	AM	<i>Does Not Exist</i>			OWSC	0.0	A
	PM					0.0	A
5. West Project Driveway (NS) Perry Street (EW)	AM	<i>Does Not Exist</i>			OWSC	8.8	A
	PM					8.7	A
6. East Project Driveway (NS) Perry Street (EW)	AM	<i>Does Not Exist</i>			OWSC	8.5	A
	PM					8.4	A

OWSC = One Way Stop Controlled.

Source: Appendix E

Figure 5-G – Existing Plus Ambient Growth Plus Cumulative Projects Plus Project AM Peak Hour Intersection Volumes – Option 2



LEGEND

- # Study Area Intersection
- Project Site

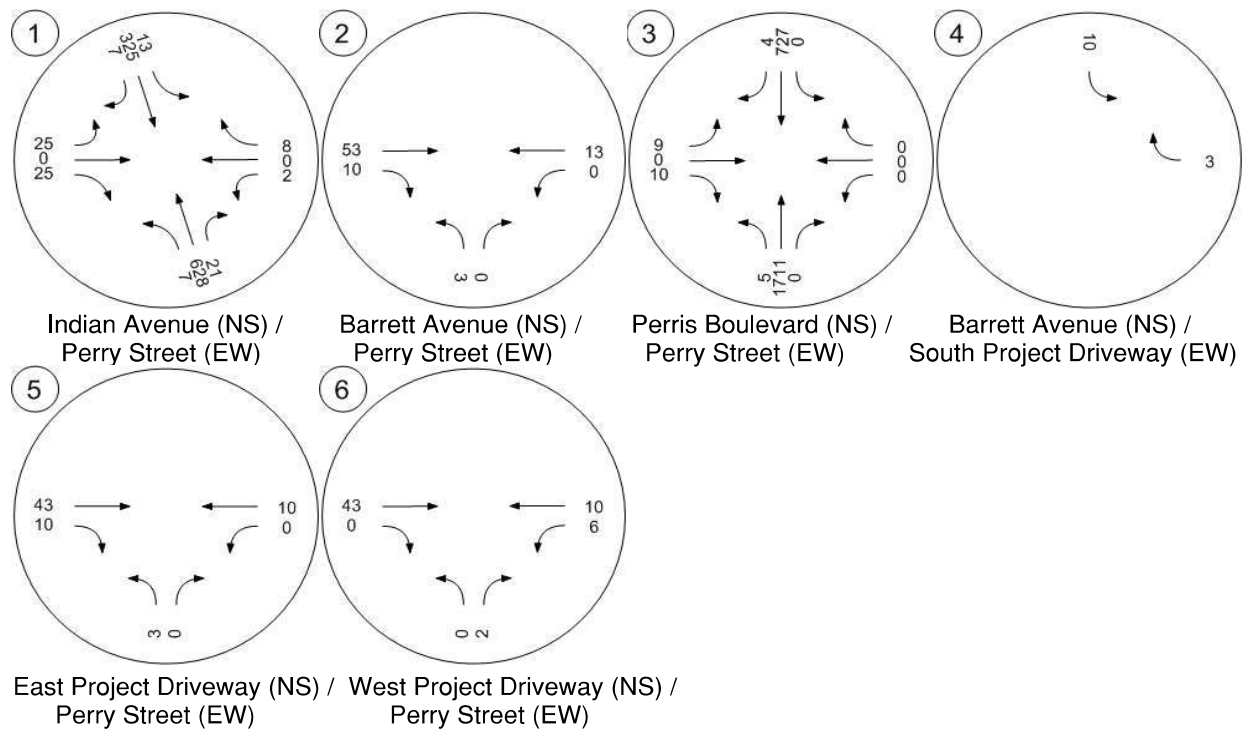
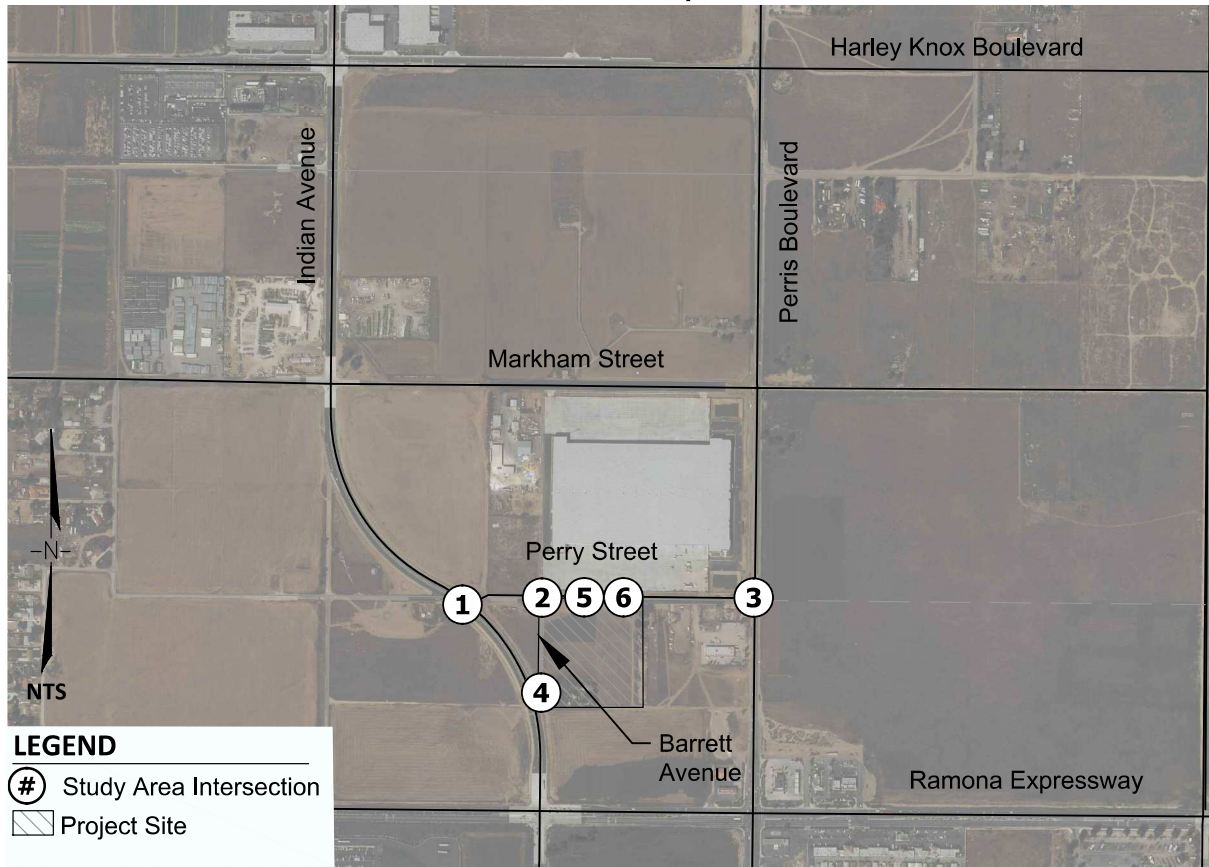
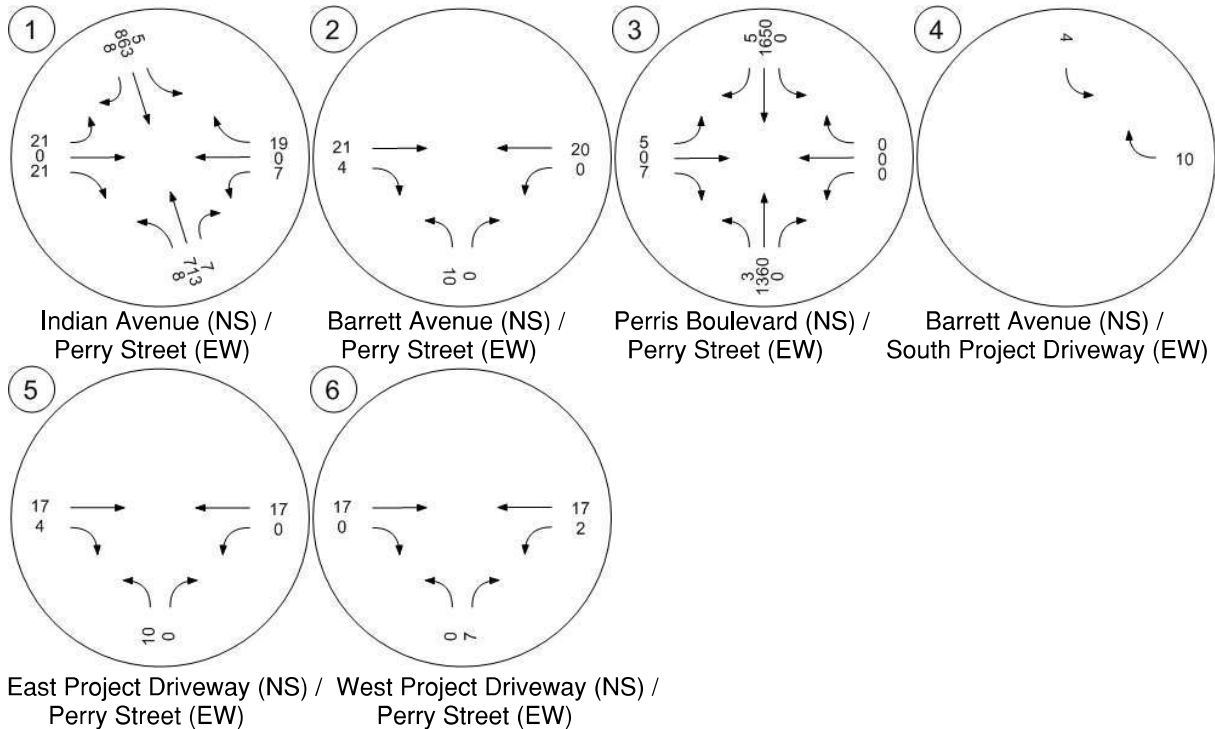


Figure 5-H – Existing Plus Ambient Growth Plus Cumulative Projects Plus Project PM Peak Hour Intersection Volumes – Option 2



LEGEND

- # Study Area Intersection
- Project Site



6.0 FINDINGS AND RECOMMENDATIONS

6.1 Traffic Signal Warrants

“Traffic Signal Warrants” are a method of determining whether or not an unsignalized intersection needs to install a traffic signal. Traffic conditions that satisfy a traffic signal warrant are more likely to require the installation of a traffic signal. However, the Manual on Uniform Traffic Control Devices (MUTCD) states that the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal. Peak hour traffic signal warrant analysis should only be considered as an “indicator” of the likelihood of an unsignalized intersection warranting a traffic signal. Intersections that exceed the peak hour warrant are more likely to meet one or more of the other volume based signal warrants. The MUTCD also advises that a traffic control signal should not be installed unless:

- One or more of the traffic signal warrants is satisfied;
- An engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection; and
- It will not seriously disrupt progressive traffic flow.

Table 6-1 and **Table 6-2** summarize the signal warrant analysis results by scenario for Option 1 & 2 respectively.

Table 6-1 – Traffic Signal Warrants Summary Option 1

Intersection		Scenarios			
		E	EP	EAC	EACP
1	Indian Avenue (NS) / Perry Street (EW)	No	No	No	No
2	Barrett Avenue (NS) / Perry Street (EW)	No	No	No	No
4	Barrett Avenue (NS) / South Project Driveway (EW)	No	No	No	No
5	West Project Driveway (NS) Perry Street (EW)	No	No	No	No
6	East Project Driveway (NS) / Perry Street (EW)	No	No	No	No

E=Existing Conditions; EP=Existing Plus Project Conditions

EAC= Existing Plus Ambient Growth Plus Cumulative Conditions

EACP= Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions

Table 6-2 – Traffic Signal Warrants Summary Option 2

Intersection		Scenarios			
		E	EP	EAC	EACP
2	Barrett Avenue (NS) / Perry Street (EW)	No	No	No	No
4	Barrett Avenue (NS) / South Project Driveway (EW)	No	No	No	No
5	West Project Driveway (NS) Perry Street (EW)	No	No	No	No
6	East Project Driveway (NS) / Perry Street (EW)	No	No	No	No

E=Existing Conditions; EP=Existing Plus Project Conditions

EAC= Existing Plus Ambient Growth Plus Cumulative Conditions

EACP= Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions

6.2 Traffic and Transportation Project Design Features and Mitigation Measures – Options 1 & 2

This traffic impact analysis demonstrates that there are no direct traffic impacts generated by Option 1 or Option 2 of the proposed potential development of the Project.

Project design features are those improvements that the Project had anticipated and is 100 percent responsible for since the improvements are not proposed as a result of an impact, but rather to improve project access and safety for the proposed Project.

6.3.1 Roadway and Safety Project Design Features– Options 1& 2

- Construct full width improvements on all internal roadways.
- Modify Barrett Avenue by providing a cul-de-sac immediately adjacent to Project’s southwest driveway.
- Signing/stripping modifications on adjacent roadways should be implemented in conjunction with detailed construction plans.
- The project would be responsible for the construction of roadway and parkway improvements adjacent to the site along Barrett Avenue and Perry Street.
- Sight distance at project driveways will be reviewed with respect to County of Riverside sight distance standards at the time of preparation of final grading, landscape, site development, and street improvement plans.
- Implement on-site traffic calming measures in parking lots and internal roadways as needed.

6.3.2 Intersection Project Design Features – Options 1& 2

- Construct the intersection of South Project Driveway (NS) and Barrett Avenue (EW) to provide the following geometrics with a Stop Control:
 - Northbound: One lane shared by through and right turn movement.
 - Southbound: One lane shared by through and left turn movement.
 - Eastbound: Not Applicable.
 - Westbound: One lane shared by left turn and right turn movement.
- Construct the intersection of West Project Driveway (NS) and Perry Street (EW) to provide the following geometrics with a Stop Control:
 - Northbound: One lane shared by left turn and right turn movement.
 - Southbound: Not Applicable.
 - Eastbound: One lane shared by through and right turn movements.
 - Westbound: One lane shared by left-turn and through movements.
- Construct the intersection of East Project Driveway (NS) and Perry Street (EW) to provide the following geometrics with a Stop Control:
 - Northbound: One lane shared by left turn and right turn movement.
 - Southbound: Not Applicable.
 - Eastbound: One lane shared by through and right turn movements.
 - Westbound: One lane shared by left-turn and through movements.

6.3 Senate Bill 743 (SB 743) – Transportation

Senate Bill 743 (SB743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB 743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under the California Environmental Quality Act (CEQA). In December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines, which included SB743. Section 15064.3 of the 2019 CEQA Guidelines provide that transportation impacts of projects are, in general, best measured by evaluating the project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts.

The provisions of this section are not mandatory until July 1, 2020; however, local agencies may choose to opt in before that date. At the time of preparation of this report, the City of Perris has not updated their procedures to analyze VMT; thus, this Project is not currently subject to section 15064.3 of the 2019 CEQA Guidelines. This traffic impact study follows current guidelines with regards to state and City requirements.

6.4 Regional Funding Mechanisms

Although, no direct project impacts have been identified, the project will be subject to appropriate transportation and development fees based on the North Perris Road and Bridge Benefit District (NPRBBD) funding program. The City of Perris collects and determines the required NPRBBD fees prior to the project's opening date. NPRBBD combines the following development fee programs to construct future facilities, maintain the required level of service at existing facilities and upgrade facilities that are currently operating below satisfactory levels of service in the City of Perris:

- Transportation Uniform Mitigation Fee (TUMF), current at time of construction.
- City of Perris Development Impact Fee (DIF), current at time of construction.



Corporate Headquarters

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T: 951.686.1070

Palm Desert Office

36-951 Cook Street #103
Palm Desert, CA 92211
T: 760.568.5005

Murrieta Office

41391 Kalmia Street #320
Murrieta, CA 92562
T: 951.686.1070



www.webbassociates.com

Appendix A

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the City of Perris requirements for traffic impact analysis of the following project.

Case No. PLN18-00011
 Related Cases –
 SP No. _____
 EIR No. _____
 GPA No. _____
 CZ No. _____
 Project Name: Duke Realty – Perry Street & Barrett Avenue
 Project Address: Southeast corner of Perry Street & Barrett Avenue
 Project Description: 148,297 SF Warehouse

	<u>Consultant</u>		<u>Developer</u>
Name	<u>Albert A. Webb Associates</u>		<u>Duke Realty</u>
Address	<u>3788 McCray Street</u> <u>Riverside, CA 92506</u>		<u>200 Spectrum Center Dr, Suite 1600</u> <u>Irvine, CA 92618</u>
Telephone:	<u>(951) 686-1070</u> Fax: <u>(951) 788-1256</u>		<u>(949) 797-7038</u>

A. Trip Generation Source: ITE 10th Edition

Current Land Use	<u>Vacant</u>	Proposed Land Use	<u>Industrial</u>
Current Zoning	<u>SP-LI</u>	Proposed Zoning	<u>SP-LI</u>

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
Passenger Car						
AM Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>16</u>	<u>5</u>	<u>21</u>
PM Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>17</u>	<u>23</u>
Truck						
AM Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>5</u>
PM Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>5</u>

Internal Trip Allowance Yes No (N/A Trip Discount)
 Pass-By Trip Allowance Yes No (N/A Trip Discount)

B. Trip Geographic Distribution

Trucks	<u>N 100%</u>	<u>S 0%</u>	<u>E 0%</u>	<u>W 0%</u>
Passenger-Cars:	<u>N 30%</u>	<u>S 30%</u>	<u>E 20%</u>	<u>W 20%</u>

C. Background Traffic

Project Build-out Year 2020 Annual Ambient Growth Rate: 3%
 Phase Year(s) N/A

Other area projects to be analyzed: To be provided by the City _____

Model/Forecast methodology: Build-Up Method _____

Table 1: Trip Generation Rates

TRIP GENERATION RATES								
Land Use	Units ¹	AM Peak Hour			PM Peak Hour			Daily
		Total	In	Out	Total	In	Out	
Warehousing	TSF							
Trip Generation Rates ²		0.170	0.131	0.039	0.190	0.051	0.139	1.740
PCE Inbound/Outbound Splits ³		100%	77%	23%	100%	27%	73%	--
PASSENGER CAR EQUIVALENT RATES CALCULATIONS								
Land Use	Units ¹	AM Peak Hour			PM Peak Hour			Daily
		Total	In	Out	Total	In	Out	
Passenger Cars								
Recommended Mix (%) ⁴		80.30%	80.30%	80.30%	80.30%	80.30%	80.30%	80.30%
PCE Factor ⁵		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.137	0.105	0.031	0.153	0.041	0.111	1.397
2-Axle Trucks								
Recommended Mix (%) ⁴		5.20%	5.20%	5.20%	5.20%	5.20%	5.20%	5.20%
PCE Factor ⁵		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.013	0.010	0.003	0.015	0.004	0.011	0.136
3-Axle Trucks								
Recommended Mix (%) ⁴		4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%
PCE Factor ⁵		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.015	0.012	0.004	0.017	0.005	0.012	0.157
4-Axle Trucks								
Recommended Mix (%) ⁴		10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
PCE Factor ⁵		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.051	0.039	0.012	0.057	0.015	0.042	0.522
Final Rates (PCE)								
Passenger Cars		0.137	0.105	0.031	0.153	0.041	0.111	1.397
Trucks (2 Axle)		0.013	0.010	0.003	0.015	0.004	0.011	0.136
Trucks (3 Axle)		0.015	0.012	0.004	0.017	0.005	0.012	0.157
Trucks (4+ Axle)		0.051	0.039	0.012	0.057	0.015	0.042	0.522

¹TSF = 1,000 Square Feet Gross Floor Area.

²ITE Trip Generation, Warehouse Vehicle Trip Generation Analysis, ITE Trip Generation, 10th Ed., 2017

³Inbound/Outbound Splits per ITE Trip Generation, 10th Ed., 2017

⁴Passenger car / 2 axle / 3 axle / 4+ axle truck split from City of Fontana Truck Trip Generation Study, 2003 (Page 20)

⁵ Riverside County does not have established PCE factors, therefore PCE Factor per San Bernardino County CMP, 2005 Update are used.

Table 2: Proposed Project Trip Generation

Land Use	Qty	Unit	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Warehousing	148.30	TSF	25	19	6	28	7	21	258
PROJECT TOTAL			25	19	6	28	7	21	258

TSF = 1,000 Square Feet Gross Floor Area.

Table 3: Proposed Project Trip Generation (in PCE)

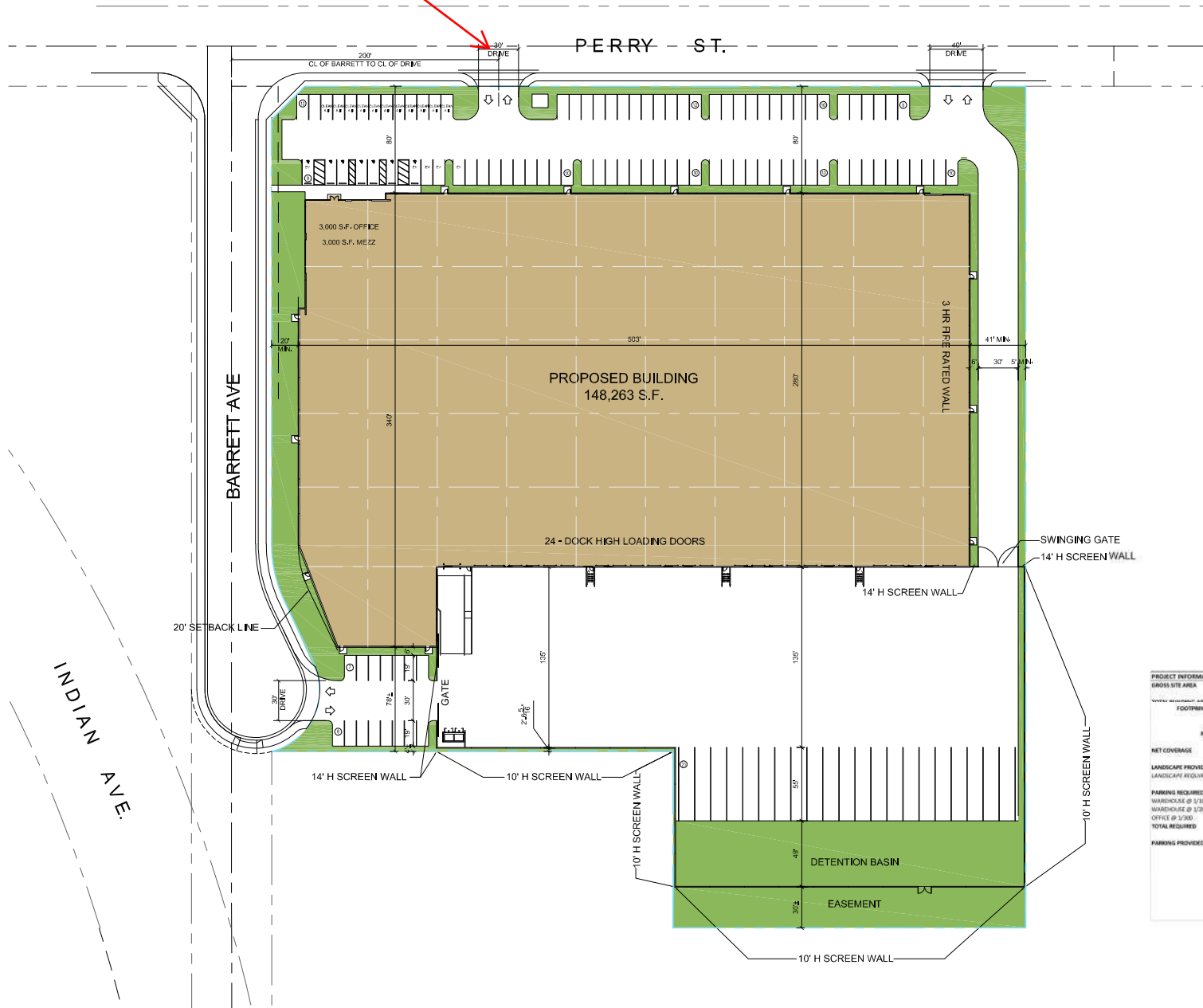
Land Use	Qty	Unit	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Warehousing	148.30	TSF							
<i>Passenger Cars (PCE = 1.0)</i>			<i>21</i>	<i>16</i>	<i>5</i>	<i>23</i>	<i>6</i>	<i>17</i>	<i>207</i>
<i>Trucks (2 Axle, PCE = 1.5)</i>			<i>2</i>	<i>2</i>	<i>0</i>	<i>3</i>	<i>1</i>	<i>2</i>	<i>20</i>
<i>Trucks (3 Axle, PCE = 2.0)</i>			<i>3</i>	<i>2</i>	<i>1</i>	<i>3</i>	<i>1</i>	<i>2</i>	<i>23</i>
<i>Trucks (4+ Axle, PCE = 3.0)</i>			<i>8</i>	<i>6</i>	<i>2</i>	<i>8</i>	<i>2</i>	<i>6</i>	<i>77</i>
PROJECT TOTAL (IN PCE)			34	26	8	37	10	27	327

TSF = 1,000 Square Feet Gross Floor Area.

Trip generation is calculated using ITE Trip Generation Manual 10th Ed.,2017

Driveway to be relocated
200' from driveway on
north side of Perry Street

Figure 1 - Warehouse Site Plan



PROJECT INFORMATION		12.11.2018
GROSS SITE AREA	7.18 A.	312,758 SF
FOOTPRINT		
WAREHOUSE		148,263 SF
OFFICE		3,000
MEZZ		3,000
OFFICE		3,000
NET COVERAGE		47,463
LANDSCAPE PROVIDED		46,573 SF
LANDSCAPE REQUIRED		12,036
PARKING REQUIRED		
WAREHOUSE @ 1/1000 - FIRST 20K		20
WAREHOUSE @ 1/2000 - 20K-ABOVE		42
OFFICE @ 1/500		20
TOTAL REQUIRED		302
PARKING PROVIDED		
TOTAL		305
STANDARD		82
ADA		5
V.A.D.A.		1
N.VAN		1
BV		2
CLEAN AIR		11
TRAILERSTALLS		21
		TRAILER

A CONCEPTUAL SITE PLAN
SCALE: 1" = 30'

PROJECT DUKE - PERRY & BARRETT
SITE PLAN CITY OF PERRIS, CA

DukeREALTY



HERDMAN
ARCHITECTURE + DESIGN
16201 Scientific Way
Irvine, CA 92618
www.HerdmanAD.com
714.389.2800
info@HerdmanAD.com

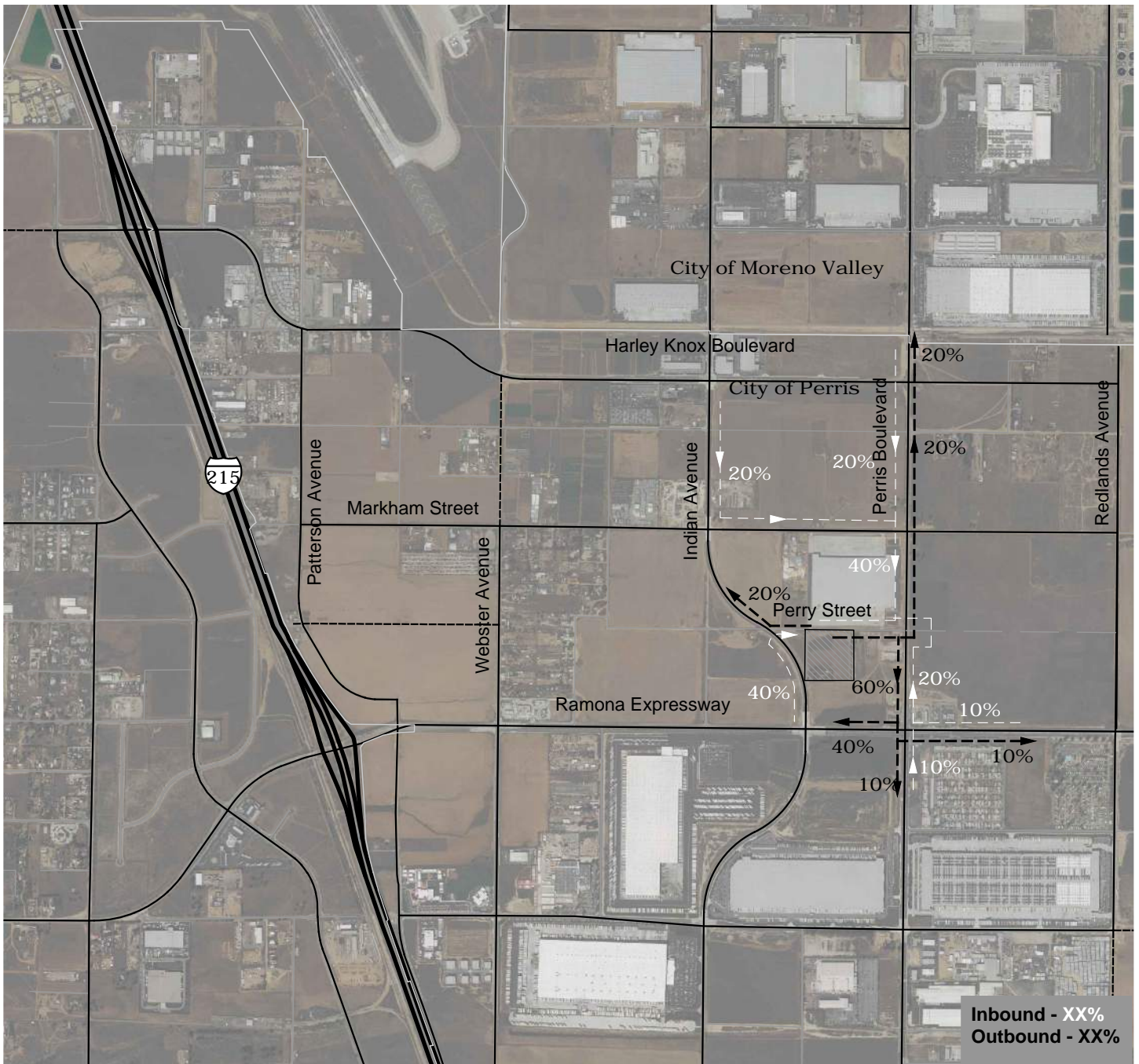
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12-12-2018





CONCEPTUAL
SITE PLAN

**WAREHOUSE WITHOUT
SIGNAL DIRECTIONAL
DISTRIBUTION**

Figure 2- Directional Distribution for Project Traffic (Passenger Cars)



LEGEND

-  Project Site
-  Future Roadway
- X% Directional Distribution To/From Proposed Project Site

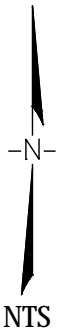
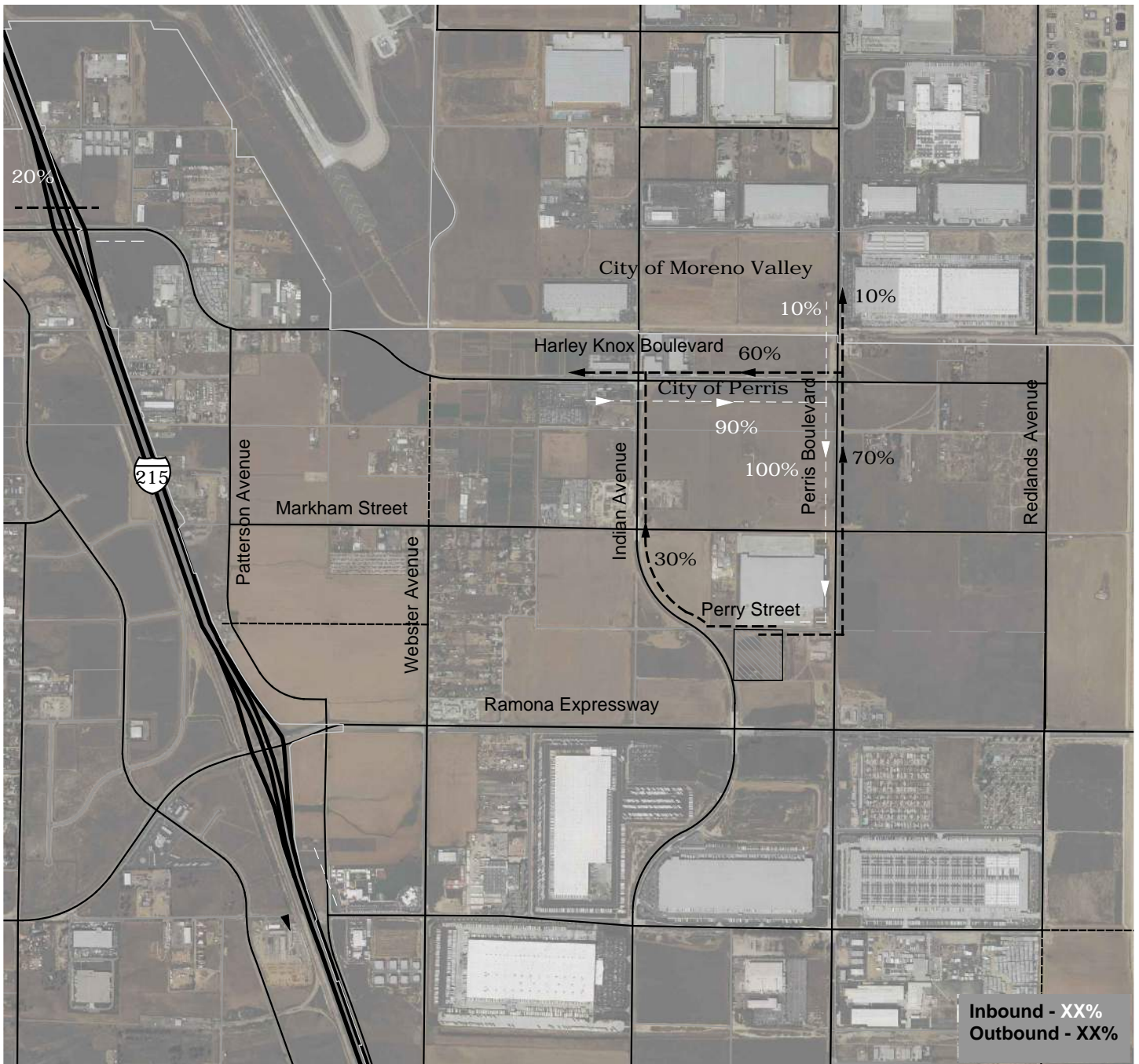


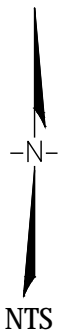


Figure 3 – Directional Distribution for Project Traffic (Trucks)



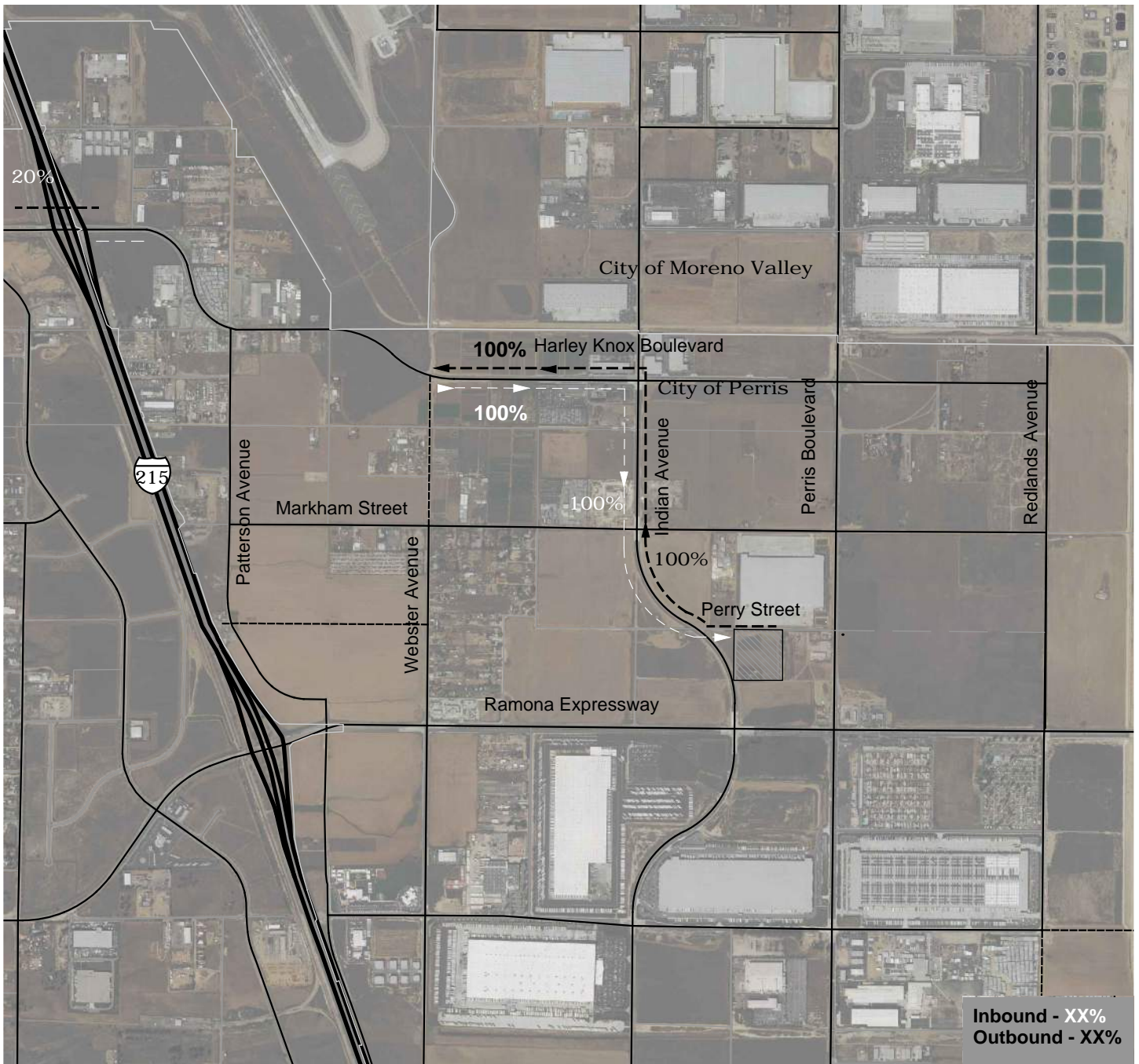
LEGEND

-  Project Site
-  Future Roadway
- X%** Directional Distribution To/From Proposed Project Site






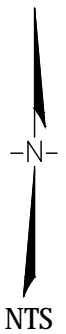
**WAREHOUSE WITH
SIGNAL DIRECTIONAL
DISTRIBUTION**

Figure 4- Directional Distribution (Trucks)



LEGEND

-  Project Site
-  Future Roadway
-  X% Directional Distribution To/From Proposed Project Site



Appendix B

TRACT	DEVELOPER	PROJECT	LOCATION	DU	TYPE	TTM		Planner
						Approval Date	Status	
30850-4	PULTE HOMES	AVELINA	NW Citrus & Evans	126	SFD	7/11/2003	Vertical construction start Oct 2014; 80+ units remaining	
31157	Palin Enterprises	Parkwest	S of Nuevo Road & E. PVSD	529	SFD	1/3/2018	Dormant (DA extension until 1/27/2028)	KP
31225	Pacific Communities	Pacific Heritage 2	NW Metz & A St.	57	SFD	10/15/2003	Vertical construction anticipated November 2018	DS
31226	Pacific Communities	Pacific Heritage 1	SW Nuevo & McKimball	82	SFD	10/15/2003	Vertical construction in process	DS
31304	Pacific Communities		NE McPherson & Mtn	123	SFD	5/24/2004	Has received various 1 year extensions. Valid until 5/24/2018	NP/BE
31407	CT CAPITAL (Nelson Chung)		SW Metz & Webster	243	SFD	7/13/2004	Has received various 1 year extensions. Valid until 7/13/2018	NP
31650	Sunwest Enterprises		SW Van Wy & De Lines	61	SFD	7/13/2004	FTM approved 6-13-2006 No Construction Started Only 3 houses built	DS
31651	Sunwest Enterprises		SEC Nuevo & Wilson	57	SFD		FTM approved 4/10/17. No Construction Started	DS
31659	Jason Keller/John Ford		NEC Citrus & Evans	189	SFD		FTM approved 2/28/2006 No Construction Started	
31912	TKC		7th & Clayton vacant land	8	SFD		FTM approved 4/24/2007 No Construction Started	
32032	Lansing Industries Inc		SE Ellis & A St.	108	SFD	6/28/2005	Expires 1/8/2018	NP
32041	Jason Keller/John Ford		NWC Citrus & Dunlap	122	SFD		FTM approved 5/24/2007 No Construction Started Right below School located at 1400 Orange Ave.	NP
32406	Sunwest Enterprises		SE Bowen & Windflower	15	SFD	1/5/2005	FTM approved 11-28-2006 No Construction Started	DS
32497	Pacifi Communities	Pacific Ave	SW Orange & Medical	131	PUD		Active as of 4-10-2018	DS
32666	WSI Mojave Inv	Riverwood	Mapes & Ethanac	665	SFD	12/14/2004	Other TTMs created to build portions of Riverwood. Ex)TTM 33042	BE
33199	MR-10, LLC		NW of Metz and Webster Ave	26	SFD	8/30/2005	Expires 08/30/2018	RZ
33338	Rastogi Family LTD /John Ford		NWC Nuevo & Evans	75	SFD	4/11/2006	FTM approved 4/24/2007 No Construction Started	NP
33549	Perris Investment Group	Village Walk	NE Perris & Commercial	129	SFD	1/30/2007	FTM approved 7/27/2011 No Construction Started	SC
33900	WSI Mojave Inv		SE Ethanac & McPherson	198	SFD	5/27/200	EOT18-05014 is proposing another year extension till 04/10/2019	RZ
33973	County Lands PIP IV		W McPherson & S Ethanac	384	SFD	5/27/2008	Has received various 1 year extensions. Valid until 5/27/2018	RZ
34267	Yousef Audi	Townhomes	Dunlap Dr S of Nuevo	60	APT		EOT18-05001 is proposing another year extension till 2/9/2019	
35062	Sterling Villa	Senior Housing	SE corner of Nuevo and Murrieta	429	APT	2/13/2006	Expires 2/13/2019 with two available 1-year extension through MMOD (aka DPR 06-0378)	KP
36647	John Abel	Stratford Ranch	W of Evans Road and N of Ramona Exp	90	SFD	Entitlement	Entitlement Phase	NP
36648	John Abel	Stratford Ranch	W of Evans Road @ northern City Limits	130	SFD	8/29/2017	Final Map in process	NP
36648-1	John Abel	Stratford Ranch	W of Evans Road @ northern City Limits	140	SFD	8/29/2017	Final Map in process	NP
36988	Raintree Investments GVSP	GVSP	N of Ethanac Rd & W of Murrieta Rd	169	SFD	8/29/2017	Grading; vertical construction anticipated September 2018	KP
36989	Raintree Investments GVSP	GVSP	N of Ethanac Rd & W of Murrieta Rd	145	SFD	8/29/2017	Grading; vertical construction anticipated December 2018	KP
37014	JD Pierce	Barrett Apt	Btw Barrett & Perris Blvd	202	APT	10/25/2016	Plan check; grading anticipated January 2019	KP
37181	Metz and A LLC	Villa Verona Apt	NE A & Metz	360	APT	8/29/2017	Dormant	
37223	Raintree Investments GVSP	GVSP	Watson & Murrieta	258	SFD	Not entitled	Entitlement Phase	NP
37262	Raintree Investments GVSP	GVSP	Ethanac & Goetz	212	SFD	Not entitled	Entitlement Phase	NP
?	Richland	Riverwoods SP	N. side of Ethanac & E. of SJ River	696	SFD	?	Final Map recorded (option to increase units to 750)	?
				Total	6219			

Projects completed

	Commercial	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	Planner
1	Perris Crossing	387,993	27	E of I-215 btw Watson and Ethanac Rd	Entitled 2006.4.11	Partially completed (2009)	DPR 05-0335	DS
12	7-Eleven	3,000	1	NE corner of Ethanac and Case	Entitled 2017.1.18	Completed (November 2018)	CUP 16-05074	NP
13	Autozone	19,000	2	NE corner of Perris Crossing Center	Entitled 2017.10.4	Completed (December 2018)	ADPR 16-05074	NP
	Total	409,993						

Projects that have started construction

	Commercial	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	Planner
5	Partial MTC	10,000	2.4	SE corner of Ethanac and Trumble	Entitled 2017.3.15	Vertical construction	CUP 16-05168	KP
6	Perris Common	35,000	5.5	SW corner San Jacinto and Redlands	Entitled 2018.4.10	Grading	MAJ MOD 18-05004	NP
7	Perris Plaza - Build-out	173,000	42	NE of Nuevo and Frontage	Entitled	Vertical construction	MIN MOD 17-05178	NP
10	Behavioral Health Clinic	37,000	4	NW San Jacinto & Redlands	Entitled 2017.7.19	Vertical construction	CUP 16-05189	BM
	Total	255,000						

Project in Plan Check

	Commercial	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	Planner
9	Weinerschnitzel	2,000	1	W side of Perris Blvd & S. of Placentia	Entitled 2017.11.15	Plan check	CUP 17-05083	DS
11	DTSP Mixed Use	10,834	1	SW corner of Tenth and D	Entitled 2017.11.5	Plan check	DPR 16-00014	BM
	Total	12,834						

In Process and Entitled Projects that are Dormant

	Commercial	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	Planner
2	Quick Quack Carwash	3,600	1	E of Case Rd north of Ethanac Rd	Entitled 2018.7.18	Prep for Plan Check	CUP 18-05045	DS
3	March Plaza	47,253	8	NW corner of Perris Blvd & Harley Knox	Entitled 2017.3.15	Dormant	CUP 16-05165	DS
4	Motte Town Center (MTC)	484,300	59	SE corner of Ethanac and Trumble	Entitled 2008.5.13	Dormant	DPR 06-0337	DS
8	Perris Venue	643,000	68	SE corner of San Jacinto and Redlands	Entitled 2009.8.13	Dormant	DPR 08-04-0015	KP
14	Carwash	5,600	1	NW corner of Ramona and Perris	Entitled 2018.10.18	Prep for Plan Check	CUP 16-05258	DS
	Total	1,183,753						

PVCC SP - Projects Completed

Industrial Projects	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)
AAA	2,000	10	SE Corner of Harley Knox & Webster	Entitled 2018.3.7	Vertical Constructin	DPR 16-00012
BI (Bargemann Industrial)	173,000	9	Btw Harely Knox & Nance W of Webster	Entitled 2008.11.25	Completed (April 2018)	DPR 07-09-0018
Circle Industrial	600,000	31	NW corner of Markham & Redlands	Entitled 2013.11.12	Completed (March 2017)	DPR 13-02-00005
General Mills	1,600,000	70	Btw Markham and Ramona W of Indian	Entitled 2009.12.8	Completed (November 2016)	DPR 07-07-0029
Home Depot (IDI)	1,750,000	90	Btw Nance & Markham W of Perris Blvd	Entitled	Completed (March 2014)	DPR 05-0113
Home Depot (SR)	1,700,000	91	E of Redlands north of Perry	Entitled 2012.11.27	Completed (May 2017)	DPR 11-12-0004
Indian Palms	39,000	2	W of Indian bt Rider and Walnut	Entitled 2016.1.31	Completed (2009)	DPR 05-0285
Integra	864,000	43	Btw Markham & Nance E of Webster	Entitled 2015.1.27	Completed (December 2018)	DPR 14-02-0014
Lowe's	1,200,000	120	Btw Ramona & Morgan W of Indian	Entitled	Completed (2001)	
Markham East	460,000	22	NW corner of Redlands & Perry	Entitled 2007.6.20	Completed	DPR 05-0477
Ridge (Fallas & Hanes)	1,900,000	90	NW corner of Perris & Morgan	Entitled 2007.3.27	Completed (2012)	DPR 05-0493
Ross (Oakmont 2)	700,000	37	SW corner of Perris & Markham	Entitled 2007.3.27	Completed (2013)	DPR 05-0192
Ross	1,600,000	83	SW corner of Indian & Morgan	Entitled date ?	Completed (2002)	?
Wayfair (Duke 1)	2,000,000	96	NE corner of Indian & Rider	Entitled 2009.8.25	Completed (October 2017)	DPR 06-0417
Whirlpool (IDS)	1,700,000	80	NE corner of Perris & Morgan	Entitled 2005.8.17	Completed (2006)	DPR 04-0464
Total	16,288,000					

PVCC SP - Projects that have started construction

Industrial Projects	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)
AAA	2,000	10	SE Corner of Harley Knox & Webster	Entitled 2018.3.7	Vertical Constructin	DPR 16-00012
Duke 2	669,000	31	SE corner of Indian & Markham	Entitled 2017.10.18	Vertical Constructin	DPR 16-00008
First Perry	240,000	11	SW corner of Perry & Redlands	Entitled 2017.11.15	Grading	DPR 16-00013
Gateway	400,000	22	SE corner of I-215 & Harley Knox	Entitled 2017.1.31	Vertical Constructin	DPR 16-00003
OLC 1	1,455,000	69	NW corner of Webster & Ramona	Entitled 2016.1.12	Vertical Constructin	DPR 12-10-0005
OLC 2	1,037,000	49	NE corner of Patterson & Markham	Entitled 2016.1.12	Vertical Constructin	DPR 14-01-0015
Pulliam Indus	16,000	0.5	Lots 10 & 12 on Commerce Dr, E of Perris	Entitled 2018.6.20	Vertical Constructin	DPR 17-00007 & 9
Phelan Indus	81,000	4	N. Side of Markham btw Webster & Perris	Entitled 2017.10.10	Grading	ADPR 16-05202
MI (Markham Industrial)	170,000	9	NE corner of Indian & Markham	Entitled 2017.8.16	Vertical Constructin	DPR 16-00015
Rider 1	350,000	16	SW corner of Rider & Redlands	Entitled 2007.6.20	Vertical Constructin	DPR 06-0365
Rider 3	640,000	30	NW corner of Rider & Redlands	Entitled 2009.3.31	Vertical Constructin	DPR 06-0432
Total	5,060,000					

Need to include on map

PVCC SP - Projects in Plan Check

Industrial Projects	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)
Duke @ Perris Blvd	1,070,000	54	E of Perris Blvd btw Markham & Perry	Entitled 2017.8.28	Plan check	DPR 17-00002
WT (Westcoast Textile)	180,000	9	SW corner of Indian & Nance	Entitled 2016.7.20	Plan check	DPR 16-00001
Total	1,250,000					

PVCC SP - In Process and Entitled Projects that are Dormant

Industrial Projects	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)
Canyon Steel (CS)	25,000	4	NWC of Patterson and California	Not entitled	In process	DPR 18-00006
Burge Indus 1	18,000	2.5	E. of Perris Blvd. & N of Commerce Dr	Not entitled	In process	DPR 18-00001
Burge Indus 2	19,000	3	E. Perris Blvd. and S of Commerce Dr	Not entitled	In process	DPR 18-00007
Circle Industrial II	172,000	10	NW corner of Nance & Redlands	Entitled 2016.5.18	Dormant	DPR 15-0010
Circle Industrial III	211,000	10	NW corner of Nance & Redlands	Entitled 2018.10.17	Preparation for Plan check	DPR 17-00006
Duke @ Perry	144,000	7	SE Corner of Perrty and Barrett	Not entitled	In process	DPR 18-00011
Duke @ Patterson	811,000	37	SE corner of Patterson & Markham	Not entitled	In process	DPR 17-00001
IDI	426,000	24	NW corner of Ramona and Indian	Not entitled	In process	DPR 18-00002
Integra - Expansion (IT-E)	273,000	10	NE corner of Markham and Webster	Not entitled	In process	MMOD 17-05075
Marijuana Manufacturing (MM)	1,000	0.5	NW corner of Webster and Washington	Not entitled	In process	DPR 18-00008
Rados	1,200,000	83	SW corner of Rider & Indian	Entitled 2011.7.12	Dormant	DPR 07-0119
Rider 2	379,000	17	NE corner of Rider & Redlands	Entitled 2008.6.18	Dormant	DPR 07-06-0030

Need to include on map

Need to include on map

Appendix C

From: [Bob Kahn](#)
To: [Nicholas Lowe](#)
Cc: [Mary Blais](#); [Cynthia Gibbs](#); [Balraj More](#)
Subject: RE: Duke Realty – Perry Street at Barrett Avenue Warehouse Project (DPR 18-00011) & Truck and Trailer Parking Lot Project (JN:2126-2018-04,05 / RK15023, RK15025)
Date: Monday, February 04, 2019 2:00:26 PM
Attachments: [image001.png](#)

If you are having problems due to on-going construction you can use recent counts and increase them at 3% per year to 2019.

bob

Robert Kahn PE
Founding Principal



transportation planning / traffic engineering & design
acoustical engineering / community traffic calming
4000 Westerly Place, Suite 280
Newport Beach, CA 92660
tel. 949.474.0809
cell 949.293-9639
fax 949.474.0902
www.rkengineer.com

From: Nicholas Lowe [mailto:nick.lowe@webbassociates.com]
Sent: Monday, February 04, 2019 1:57 PM
To: Bob Kahn <rk@rkengineer.com>
Cc: Mary Blais <mblais@cityofperris.org>; Cynthia Gibbs <cynthia.gibbs@webbassociates.com>; Balraj More <balraj.more@webbassociates.com>
Subject: Duke Realty – Perry Street at Barrett Avenue Warehouse Project (DPR 18-00011) & Truck and Trailer Parking Lot Project (JN:2126-2018-04,05 / RK15023, RK15025)

Hi Bob,

For this project, our counts subconsultant is having difficulties collecting intersection counts due to construction activity. We would like to move forward with the analysis using historical counts.

We have historical counts for the Indian/Perry intersection from May 2018 and counts for Perris/Markham and Perris/Ramona intersections from March and May 2017, respectively. See attached.

Our plan is to use these counts (with an appropriate annual growth rate...3%?) for our analysis. The volumes at Perris/Perry would be calculated by flow conserving volumes from the adjacent intersections. A nominal number of trips will be assumed on Barrett Avenue.

If we are able to collect new counts soon then we'll simply use the new ones. If not, we would like to move forward with using the historical counts for our analysis. Let me know if this will be acceptable.

Thank you,

Nicholas R. Lowe, MS|PE - Associate Engineer
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.248.4289
e: nick.lowe@webbassociates.com w: www.webbassociates.com
[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

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[Protection Notice](#)

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAAM
 Site Code : 06717172
 Start Date : 3/23/2017
 Page No : 1

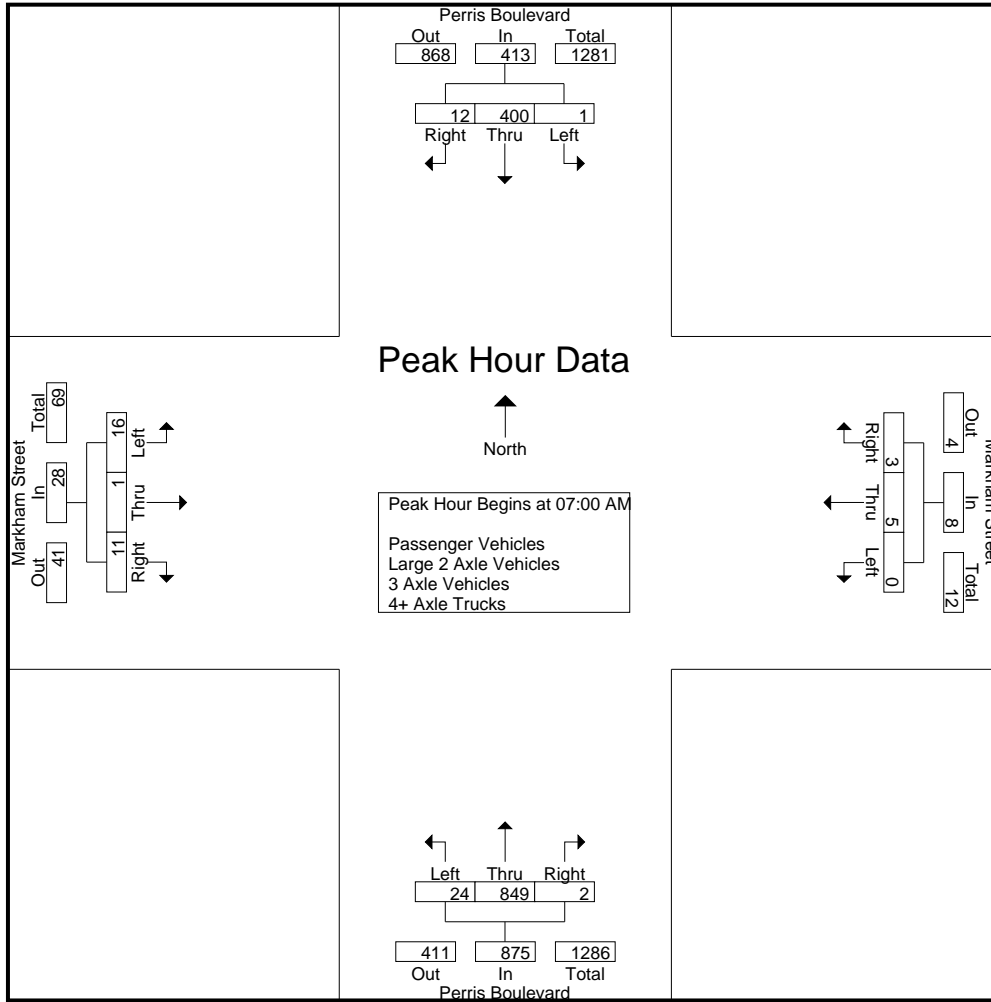
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	96	1	97	0	2	1	3	5	205	0	210	5	0	4	9	319
07:15 AM	1	108	0	109	0	2	2	4	6	211	1	218	4	0	1	5	336
07:30 AM	0	91	4	95	0	1	0	1	9	234	0	243	3	1	4	8	347
07:45 AM	0	105	7	112	0	0	0	0	4	199	1	204	4	0	2	6	322
Total	1	400	12	413	0	5	3	8	24	849	2	875	16	1	11	28	1324
08:00 AM	2	80	6	88	0	2	2	4	10	149	0	159	4	0	4	8	259
08:15 AM	0	78	7	85	0	1	0	1	3	154	0	157	3	2	10	15	258
08:30 AM	0	88	0	88	1	0	1	2	6	121	1	128	4	1	1	6	224
08:45 AM	0	72	3	75	0	2	0	2	2	120	0	122	3	0	5	8	207
Total	2	318	16	336	1	5	3	9	21	544	1	566	14	3	20	37	948
Grand Total	3	718	28	749	1	10	6	17	45	1393	3	1441	30	4	31	65	2272
Apprch %	0.4	95.9	3.7		5.9	58.8	35.3		3.1	96.7	0.2		46.2	6.2	47.7		
Total %	0.1	31.6	1.2	33	0	0.4	0.3	0.7	2	61.3	0.1	63.4	1.3	0.2	1.4	2.9	
Passenger Vehicles	3	660	26	689	1	8	5	14	39	1320	3	1362	23	4	27	54	2119
% Passenger Vehicles	100	91.9	92.9	92	100	80	83.3	82.4	86.7	94.8	100	94.5	76.7	100	87.1	83.1	93.3
Large 2 Axle Vehicles	0	27	0	27	0	1	1	2	3	45	0	48	6	0	3	9	86
% Large 2 Axle Vehicles	0	3.8	0	3.6	0	10	16.7	11.8	6.7	3.2	0	3.3	20	0	9.7	13.8	3.8
3 Axle Vehicles	0	12	0	12	0	1	0	1	2	6	0	8	0	0	0	0	21
% 3 Axle Vehicles	0	1.7	0	1.6	0	10	0	5.9	4.4	0.4	0	0.6	0	0	0	0	0.9
4+ Axle Trucks	0	19	2	21	0	0	0	0	1	22	0	23	1	0	1	2	46
% 4+ Axle Trucks	0	2.6	7.1	2.8	0	0	0	0	2.2	1.6	0	1.6	3.3	0	3.2	3.1	2

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	96	1	97	0	2	1	3	5	205	0	210	5	0	4	9	319
07:15 AM	1	108	0	109	0	2	2	4	6	211	1	218	4	0	1	5	336
07:30 AM	0	91	4	95	0	1	0	1	9	234	0	243	3	1	4	8	347
07:45 AM	0	105	7	112	0	0	0	0	4	199	1	204	4	0	2	6	322
Total Volume	1	400	12	413	0	5	3	8	24	849	2	875	16	1	11	28	1324
% App. Total	0.2	96.9	2.9		0	62.5	37.5		2.7	97	0.2		57.1	3.6	39.3		
PHF	.250	.926	.429	.922	.000	.625	.375	.500	.667	.907	.500	.900	.800	.250	.688	.778	.954

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAAM
 Site Code : 06717172
 Start Date : 3/23/2017
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	0	96	1	97	0	2	2	4	5	205	0	210	3	1	4	8
+15 mins.	1	108	0	109	0	1	0	1	6	211	1	218	4	0	2	6
+30 mins.	0	91	4	95	0	0	0	0	9	234	0	243	4	0	4	8
+45 mins.	0	105	7	112	0	2	2	4	4	199	1	204	3	2	10	15
Total Volume	1	400	12	413	0	5	4	9	24	849	2	875	14	3	20	37
% App. Total	0.2	96.9	2.9		0	55.6	44.4		2.7	97	0.2		37.8	8.1	54.1	
PHF	.250	.926	.429	.922	.000	.625	.500	.563	.667	.907	.500	.900	.875	.375	.500	.617

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAAM
 Site Code : 06717172
 Start Date : 3/23/2017
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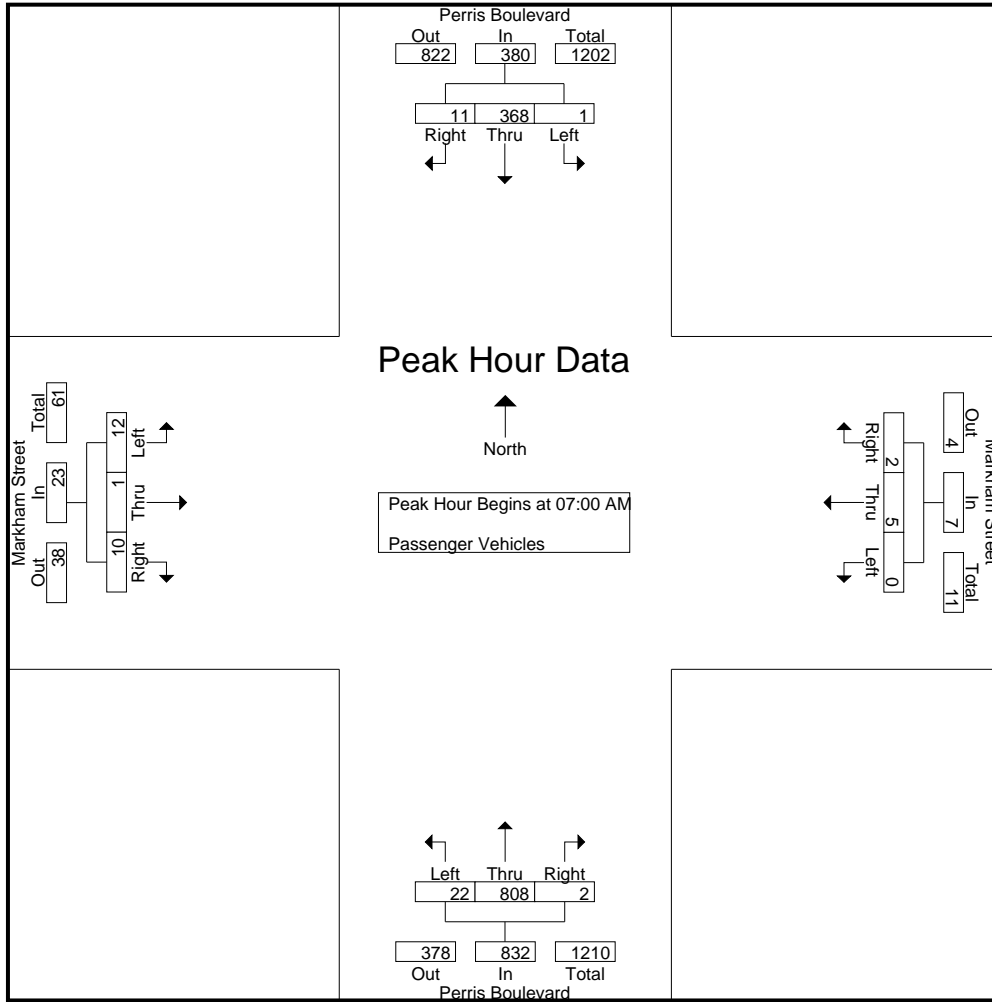
Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	90	1	91	0	2	1	3	4	192	0	196	1	0	3	4	294
07:15 AM	1	97	0	98	0	2	1	3	6	200	1	207	4	0	1	5	313
07:30 AM	0	87	3	90	0	1	0	1	9	224	0	233	3	1	4	8	332
07:45 AM	0	94	7	101	0	0	0	0	3	192	1	196	4	0	2	6	303
Total	1	368	11	380	0	5	2	7	22	808	2	832	12	1	10	23	1242
08:00 AM	2	72	6	80	0	1	2	3	10	143	0	153	3	0	4	7	243
08:15 AM	0	71	6	77	0	1	0	1	2	144	0	146	3	2	8	13	237
08:30 AM	0	81	0	81	1	0	1	2	4	114	1	119	4	1	0	5	207
08:45 AM	0	68	3	71	0	1	0	1	1	111	0	112	1	0	5	6	190
Total	2	292	15	309	1	3	3	7	17	512	1	530	11	3	17	31	877
Grand Total	3	660	26	689	1	8	5	14	39	1320	3	1362	23	4	27	54	2119
Apprch %	0.4	95.8	3.8		7.1	57.1	35.7		2.9	96.9	0.2		42.6	7.4	50		
Total %	0.1	31.1	1.2	32.5	0	0.4	0.2	0.7	1.8	62.3	0.1	64.3	1.1	0.2	1.3	2.5	

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	90	1	91	0	2	1	3	4	192	0	196	1	0	3	4	294
07:15 AM	1	97	0	98	0	2	1	3	6	200	1	207	4	0	1	5	313
07:30 AM	0	87	3	90	0	1	0	1	9	224	0	233	3	1	4	8	332
07:45 AM	0	94	7	101	0	0	0	0	3	192	1	196	4	0	2	6	303
Total Volume	1	368	11	380	0	5	2	7	22	808	2	832	12	1	10	23	1242
% App. Total	0.3	96.8	2.9		0	71.4	28.6		2.6	97.1	0.2		52.2	4.3	43.5		
PHF	.250	.948	.393	.941	.000	.625	.500	.583	.611	.902	.500	.893	.750	.250	.625	.719	.935

City of Perris
 N/S: Perris Boulevard
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	90	1	91	0	2	1	3	4	192	0	196	1	0	3	4
+15 mins.	1	97	0	98	0	2	1	3	6	200	1	207	4	0	1	5
+30 mins.	0	87	3	90	0	1	0	1	9	224	0	233	3	1	4	8
+45 mins.	0	94	7	101	0	0	0	0	3	192	1	196	4	0	2	6
Total Volume	1	368	11	380	0	5	2	7	22	808	2	832	12	1	10	23
% App. Total	0.3	96.8	2.9		0	71.4	28.6		2.6	97.1	0.2		52.2	4.3	43.5	
PHF	.250	.948	.393	.941	.000	.625	.500	.583	.611	.902	.500	.893	.750	.250	.625	.719

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAAM
 Site Code : 06717172
 Start Date : 3/23/2017
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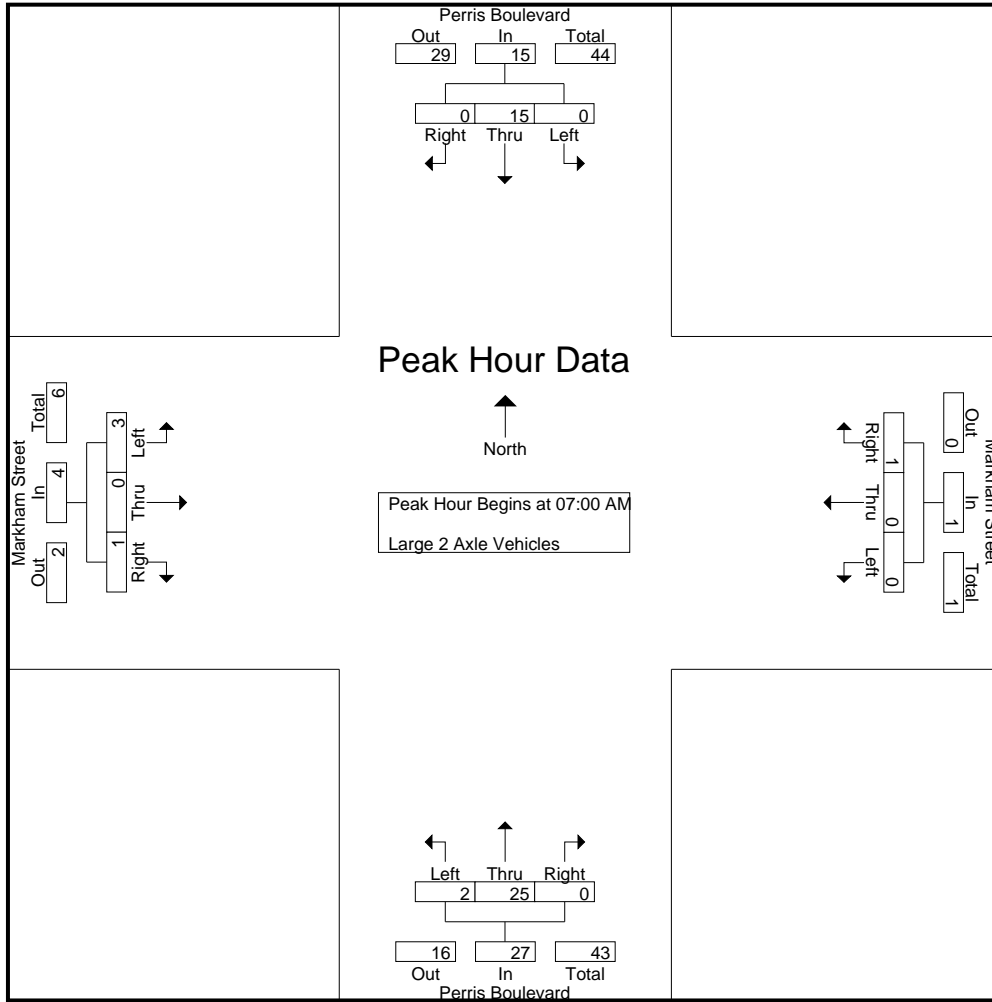
Groups Printed- Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	5	0	5	0	0	0	0	1	10	0	11	3	0	1	4	20
07:15 AM	0	2	0	2	0	0	1	1	0	9	0	9	0	0	0	0	12
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	6	0	6	0	0	0	0	1	5	0	6	0	0	0	0	12
Total	0	15	0	15	0	0	1	1	2	25	0	27	3	0	1	4	47
08:00 AM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1	7
08:15 AM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	2	2	11
08:30 AM	0	5	0	5	0	0	0	0	1	6	0	7	0	0	0	0	12
08:45 AM	0	1	0	1	0	1	0	1	0	5	0	5	2	0	0	2	9
Total	0	12	0	12	0	1	0	1	1	20	0	21	3	0	2	5	39
Grand Total	0	27	0	27	0	1	1	2	3	45	0	48	6	0	3	9	86
Apprch %	0	100	0		0	50	50		6.2	93.8	0		66.7	0	33.3		
Total %	0	31.4	0	31.4	0	1.2	1.2	2.3	3.5	52.3	0	55.8	7	0	3.5	10.5	

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	5	0	5	0	0	0	0	1	10	0	11	3	0	1	4	20
07:15 AM	0	2	0	2	0	0	1	1	0	9	0	9	0	0	0	0	12
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	6	0	6	0	0	0	0	1	5	0	6	0	0	0	0	12
Total Volume	0	15	0	15	0	0	1	1	2	25	0	27	3	0	1	4	47
% App. Total	0	100	0		0	0	100		7.4	92.6	0		75	0	25		
PHF	.000	.625	.000	.625	.000	.000	.250	.250	.500	.625	.000	.614	.250	.000	.250	.250	.588

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAAM
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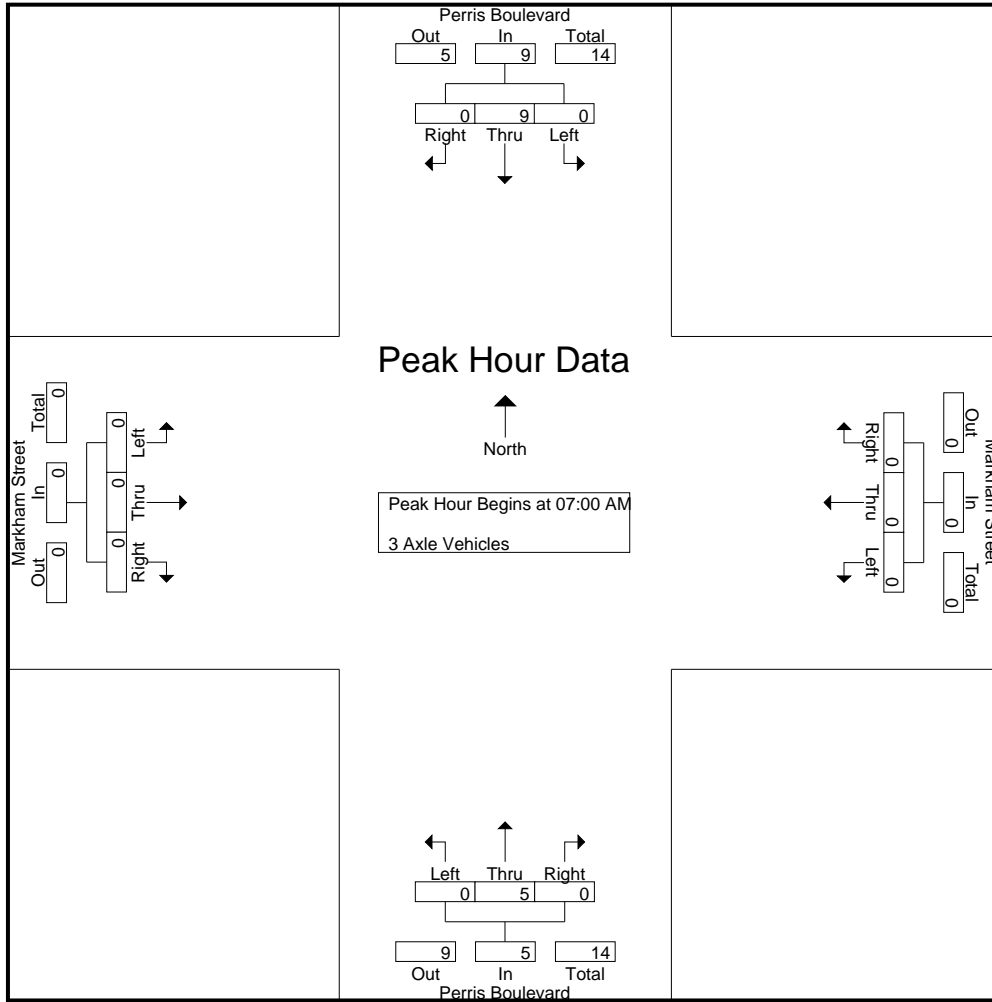


Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	5	0	5	0	0	0	0	1	10	0	11	3	0	1	4
+15 mins.	0	2	0	2	0	0	1	1	0	9	0	9	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	6	0	6	0	0	0	0	1	5	0	6	0	0	0	0
Total Volume	0	15	0	15	0	0	1	1	2	25	0	27	3	0	1	4
% App. Total	0	100	0	100	0	0	100	100	7.4	92.6	0	100	75	0	25	100
PHF	.000	.625	.000	.625	.000	.000	.250	.250	.500	.625	.000	.614	.250	.000	.250	.250

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAAM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	5	0	5	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAAM
 Site Code : 06717172
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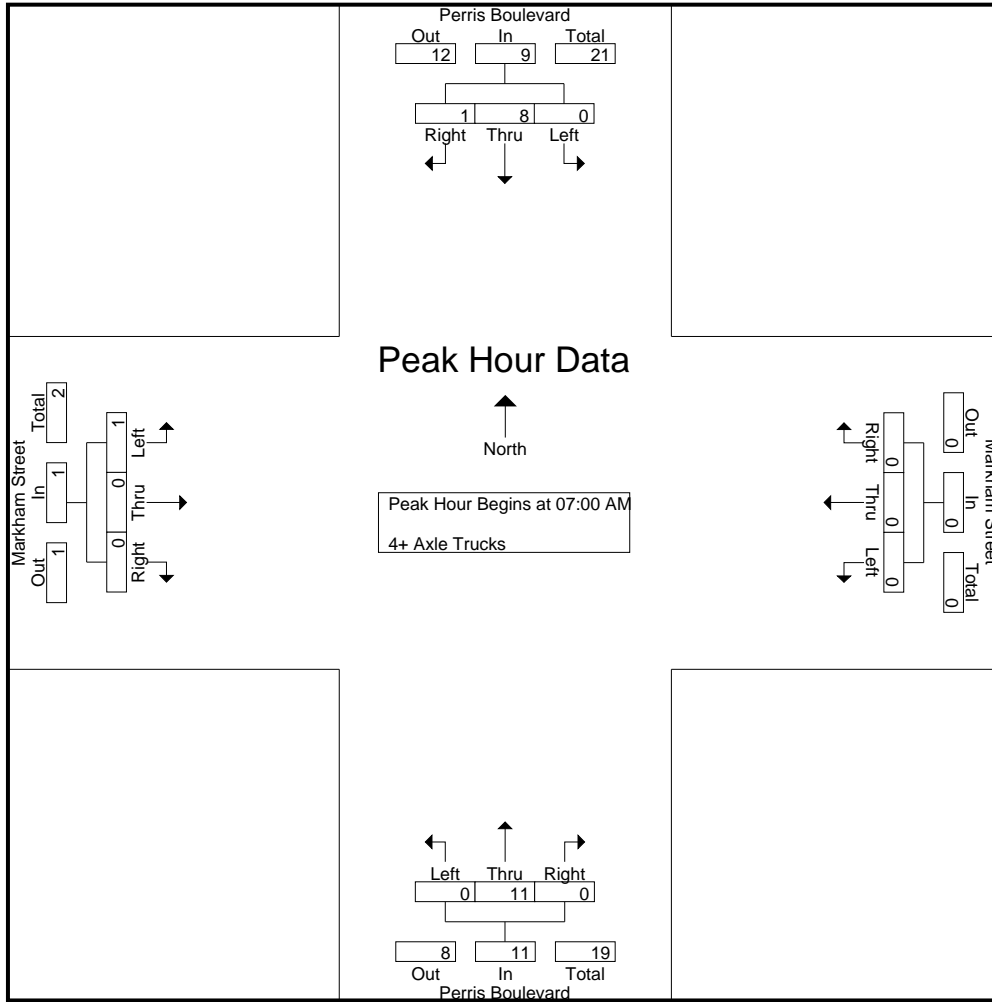
Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	1	4
07:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:30 AM	0	1	1	2	0	0	0	0	0	4	0	4	0	0	0	0	6
07:45 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total	0	8	1	9	0	0	0	0	0	11	0	11	1	0	0	1	21
08:00 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
08:15 AM	0	4	1	5	0	0	0	0	1	4	0	5	0	0	0	0	10
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
08:45 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	11	1	12	0	0	0	0	1	11	0	12	0	0	1	1	25
Grand Total	0	19	2	21	0	0	0	0	1	22	0	23	1	0	1	2	46
Apprch %	0	90.5	9.5		0	0	0		4.3	95.7	0		50	0	50		
Total %	0	41.3	4.3	45.7	0	0	0	0	2.2	47.8	0	50	2.2	0	2.2	4.3	

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	1	4
07:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:30 AM	0	1	1	2	0	0	0	0	0	4	0	4	0	0	0	0	6
07:45 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total Volume	0	8	1	9	0	0	0	0	0	11	0	11	1	0	0	1	21
% App. Total	0	88.9	11.1		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.250	.563	.000	.000	.000	.000	.000	.688	.000	.688	.250	.000	.000	.250	.875

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAAM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	1
+15 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	1	2	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	8	1	9	0	0	0	0	0	11	0	11	1	0	0	1
% App. Total	0	88.9	11.1		0	0	0		0	100	0		100	0	0	
PHF	.000	.500	.250	.563	.000	.000	.000	.000	.000	.688	.000	.688	.250	.000	.000	.250

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAMPM
 Site Code : 06717172
 Start Date : 3/23/2017
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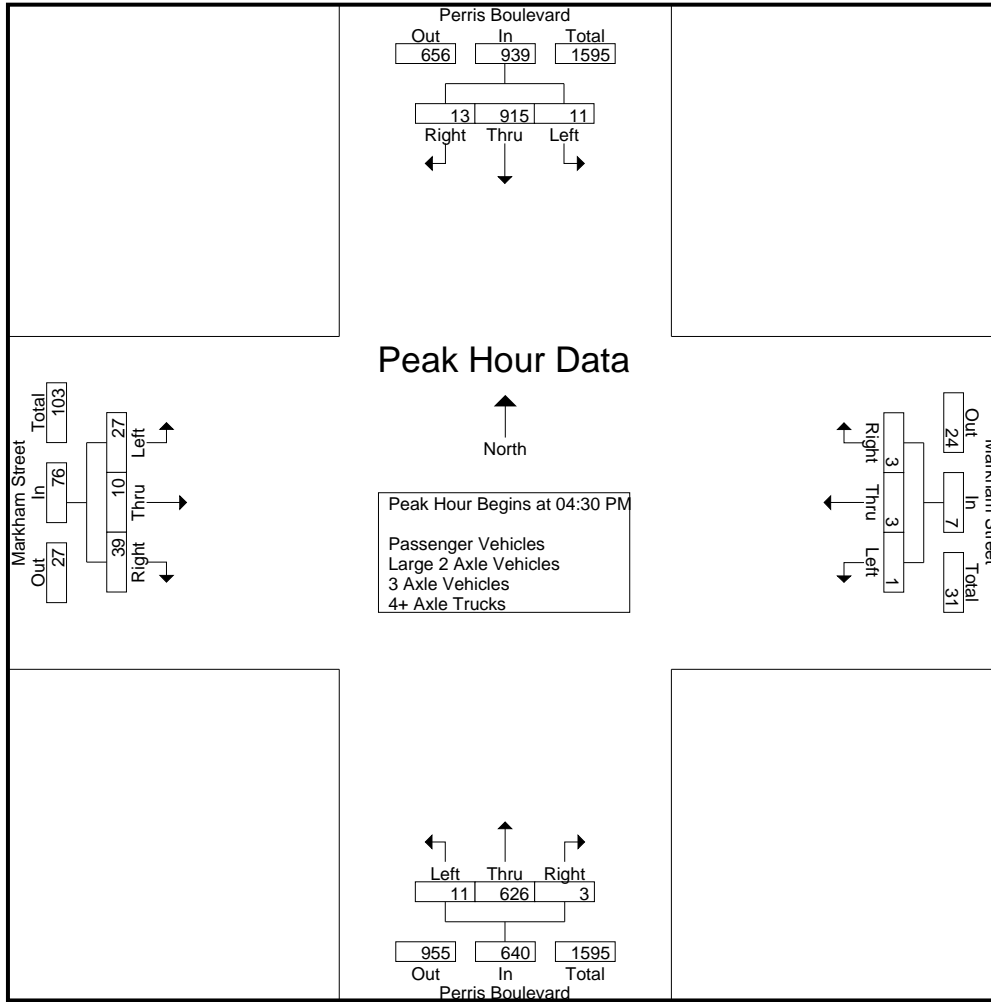
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	204	4	209	0	1	0	1	7	162	0	169	3	2	7	12	391
04:15 PM	1	170	4	175	0	0	1	1	2	169	0	171	4	1	4	9	356
04:30 PM	1	217	3	221	1	1	2	4	3	192	1	196	11	2	12	25	446
04:45 PM	3	236	3	242	0	0	0	0	2	134	0	136	2	2	12	16	394
Total	6	827	14	847	1	2	3	6	14	657	1	672	20	7	35	62	1587
05:00 PM	4	229	3	236	0	1	0	1	3	144	2	149	10	5	7	22	408
05:15 PM	3	233	4	240	0	1	1	2	3	156	0	159	4	1	8	13	414
05:30 PM	2	216	7	225	0	0	0	0	5	139	2	146	4	3	4	11	382
05:45 PM	2	195	2	199	0	0	0	0	2	153	0	155	8	0	6	14	368
Total	11	873	16	900	0	2	1	3	13	592	4	609	26	9	25	60	1572
Grand Total	17	1700	30	1747	1	4	4	9	27	1249	5	1281	46	16	60	122	3159
Apprch %	1	97.3	1.7		11.1	44.4	44.4		2.1	97.5	0.4		37.7	13.1	49.2		
Total %	0.5	53.8	0.9	55.3	0	0.1	0.1	0.3	0.9	39.5	0.2	40.6	1.5	0.5	1.9	3.9	
Passenger Vehicles	15	1652	27	1694	0	4	4	8	27	1207	4	1238	43	13	59	115	3055
% Passenger Vehicles	88.2	97.2	90	97	0	100	100	88.9	100	96.6	80	96.6	93.5	81.2	98.3	94.3	96.7
Large 2 Axle Vehicles	2	32	2	36	0	0	0	0	0	19	0	19	0	2	1	3	58
% Large 2 Axle Vehicles	11.8	1.9	6.7	2.1	0	0	0	0	0	1.5	0	1.5	0	12.5	1.7	2.5	1.8
3 Axle Vehicles	0	7	1	8	1	0	0	1	0	6	0	6	1	1	0	2	17
% 3 Axle Vehicles	0	0.4	3.3	0.5	100	0	0	11.1	0	0.5	0	0.5	2.2	6.2	0	1.6	0.5
4+ Axle Trucks	0	9	0	9	0	0	0	0	0	17	1	18	2	0	0	2	29
% 4+ Axle Trucks	0	0.5	0	0.5	0	0	0	0	0	1.4	20	1.4	4.3	0	0	1.6	0.9

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	217	3	221	1	1	2	4	3	192	1	196	11	2	12	25	446
04:45 PM	3	236	3	242	0	0	0	0	2	134	0	136	2	2	12	16	394
05:00 PM	4	229	3	236	0	1	0	1	3	144	2	149	10	5	7	22	408
05:15 PM	3	233	4	240	0	1	1	2	3	156	0	159	4	1	8	13	414
Total Volume	11	915	13	939	1	3	3	7	11	626	3	640	27	10	39	76	1662
% App. Total	1.2	97.4	1.4		14.3	42.9	42.9		1.7	97.8	0.5		35.5	13.2	51.3		
PHF	.688	.969	.813	.970	.250	.750	.375	.438	.917	.815	.375	.816	.614	.500	.813	.760	.932

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	3	236	3	242	1	1	2	4	7	162	0	169	11	2	12	25
+15 mins.	4	229	3	236	0	0	0	0	2	169	0	171	2	2	12	16
+30 mins.	3	233	4	240	0	1	0	1	3	192	1	196	10	5	7	22
+45 mins.	2	216	7	225	0	1	1	2	2	134	0	136	4	1	8	13
Total Volume	12	914	17	943	1	3	3	7	14	657	1	672	27	10	39	76
% App. Total	1.3	96.9	1.8	943	14.3	42.9	42.9	7	2.1	97.8	0.1	672	35.5	13.2	51.3	76
PHF	.750	.968	.607	.974	.250	.750	.375	.438	.500	.855	.250	.857	.614	.500	.813	.760

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAMPM
 Site Code : 06717172
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 Page No : 1

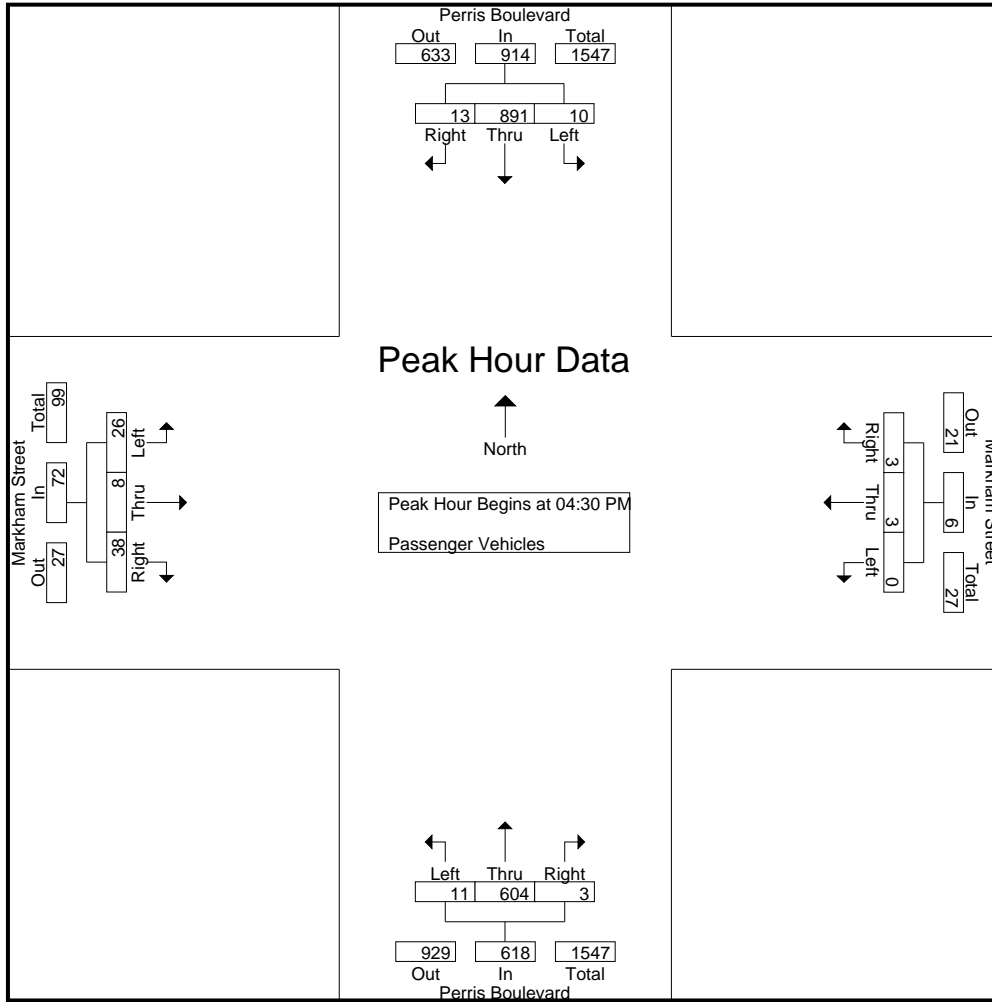
Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	196	3	200	0	1	0	1	7	156	0	163	3	2	7	12	376
04:15 PM	1	165	3	169	0	0	1	1	2	161	0	163	3	0	4	7	340
04:30 PM	1	212	3	216	0	1	2	3	3	190	1	194	10	1	12	23	436
04:45 PM	2	227	3	232	0	0	0	0	2	126	0	128	2	2	12	16	376
Total	5	800	12	817	0	2	3	5	14	633	1	648	18	5	35	58	1528
05:00 PM	4	223	3	230	0	1	0	1	3	136	2	141	10	4	6	20	392
05:15 PM	3	229	4	236	0	1	1	2	3	152	0	155	4	1	8	13	406
05:30 PM	2	208	6	216	0	0	0	0	5	136	1	142	4	3	4	11	369
05:45 PM	1	192	2	195	0	0	0	0	2	150	0	152	7	0	6	13	360
Total	10	852	15	877	0	2	1	3	13	574	3	590	25	8	24	57	1527
Grand Total	15	1652	27	1694	0	4	4	8	27	1207	4	1238	43	13	59	115	3055
Apprch %	0.9	97.5	1.6		0	50	50		2.2	97.5	0.3		37.4	11.3	51.3		
Total %	0.5	54.1	0.9	55.5	0	0.1	0.1	0.3	0.9	39.5	0.1	40.5	1.4	0.4	1.9	3.8	

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	212	3	216	0	1	2	3	3	190	1	194	10	1	12	23	436
04:45 PM	2	227	3	232	0	0	0	0	2	126	0	128	2	2	12	16	376
05:00 PM	4	223	3	230	0	1	0	1	3	136	2	141	10	4	6	20	392
05:15 PM	3	229	4	236	0	1	1	2	3	152	0	155	4	1	8	13	406
Total Volume	10	891	13	914	0	3	3	6	11	604	3	618	26	8	38	72	1610
% App. Total	1.1	97.5	1.4		0	50	50		1.8	97.7	0.5		36.1	11.1	52.8		
PHF	.625	.973	.813	.968	.000	.750	.375	.500	.917	.795	.375	.796	.650	.500	.792	.783	.923

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAPM
 Site Code : 06717172
 Start Date : 3/23/2017
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	212	3	216	0	1	2	3	3	190	1	194	10	1	12	23
+15 mins.	2	227	3	232	0	0	0	0	2	126	0	128	2	2	12	16
+30 mins.	4	223	3	230	0	1	0	1	3	136	2	141	10	4	6	20
+45 mins.	3	229	4	236	0	1	1	2	3	152	0	155	4	1	8	13
Total Volume	10	891	13	914	0	3	3	6	11	604	3	618	26	8	38	72
% App. Total	1.1	97.5	1.4		0	50	50		1.8	97.7	0.5		36.1	11.1	52.8	
PHF	.625	.973	.813	.968	.000	.750	.375	.500	.917	.795	.375	.796	.650	.500	.792	.783

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAPM
 Site Code : 06717172
 Start Date : 3/23/2017
 Page No : 1

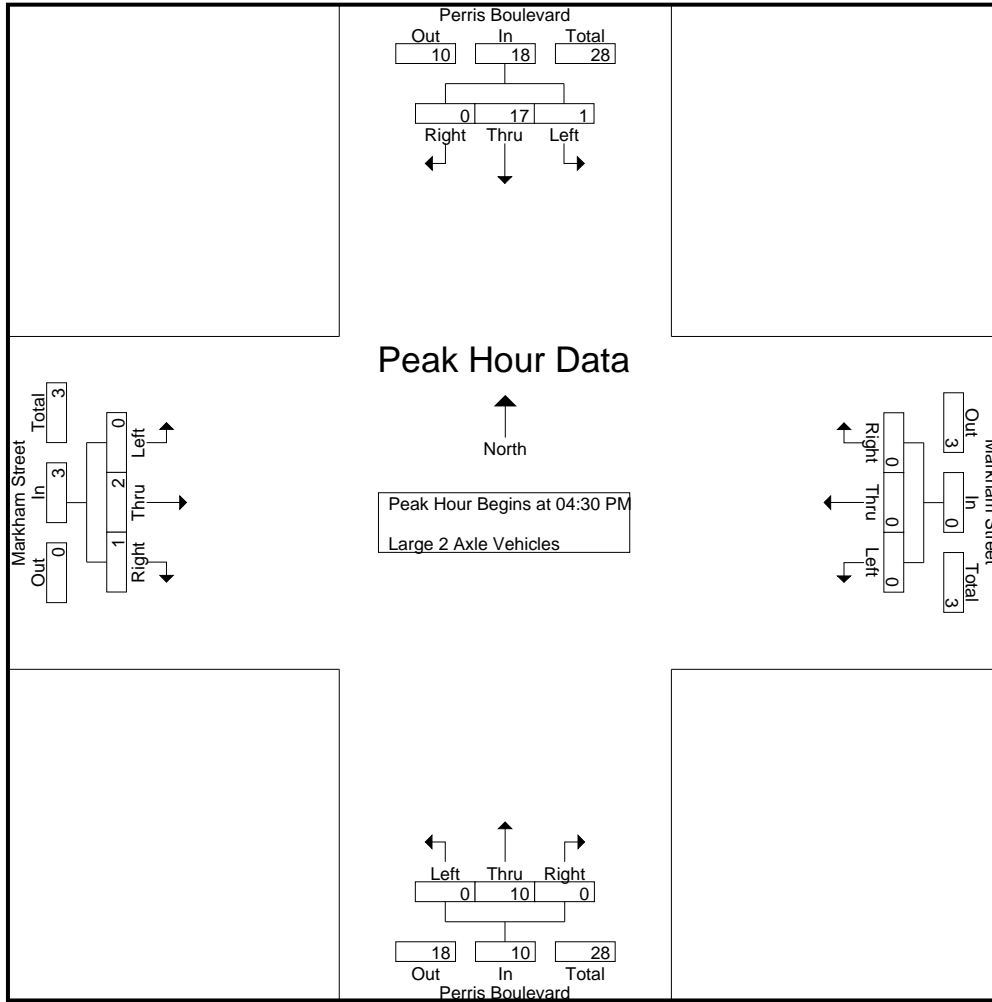
Groups Printed- Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	5	1	6	0	0	0	0	0	4	0	4	0	0	0	0	10
04:15 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
04:30 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	1	0	1	7
04:45 PM	1	8	0	9	0	0	0	0	0	4	0	4	0	0	0	0	13
Total	1	22	1	24	0	0	0	0	0	14	0	14	0	1	0	1	39
05:00 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	1	1	2	7
05:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:30 PM	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	5
05:45 PM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	10	1	12	0	0	0	0	0	5	0	5	0	1	1	2	19
Grand Total	2	32	2	36	0	0	0	0	0	19	0	19	0	2	1	3	58
Apprch %	5.6	88.9	5.6		0	0	0		0	100	0		0	66.7	33.3		
Total %	3.4	55.2	3.4	62.1	0	0	0	0	0	32.8	0	32.8	0	3.4	1.7	5.2	

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	1	0	1	7
04:45 PM	1	8	0	9	0	0	0	0	0	4	0	4	0	0	0	0	13
05:00 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	1	1	2	7
05:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	1	17	0	18	0	0	0	0	0	10	0	10	0	2	1	3	31
% App. Total	5.6	94.4	0		0	0	0		0	100	0		0	66.7	33.3		
PHF	.250	.531	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625	.000	.500	.250	.375	.596

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAMPM
 Site Code : 06717172
 Start Date : 3/23/2017
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	1	0	1
+15 mins.	1	8	0	9	0	0	0	0	0	4	0	4	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	1	1	2
+45 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	1	17	0	18	0	0	0	0	0	10	0	10	0	2	1	3
% App. Total	5.6	94.4	0		0	0	0		0	100	0		0	66.7	33.3	
PHF	.250	.531	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625	.000	.500	.250	.375

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAPM
 Site Code : 06717172
 Start Date : 3/23/2017
 Page No : 1

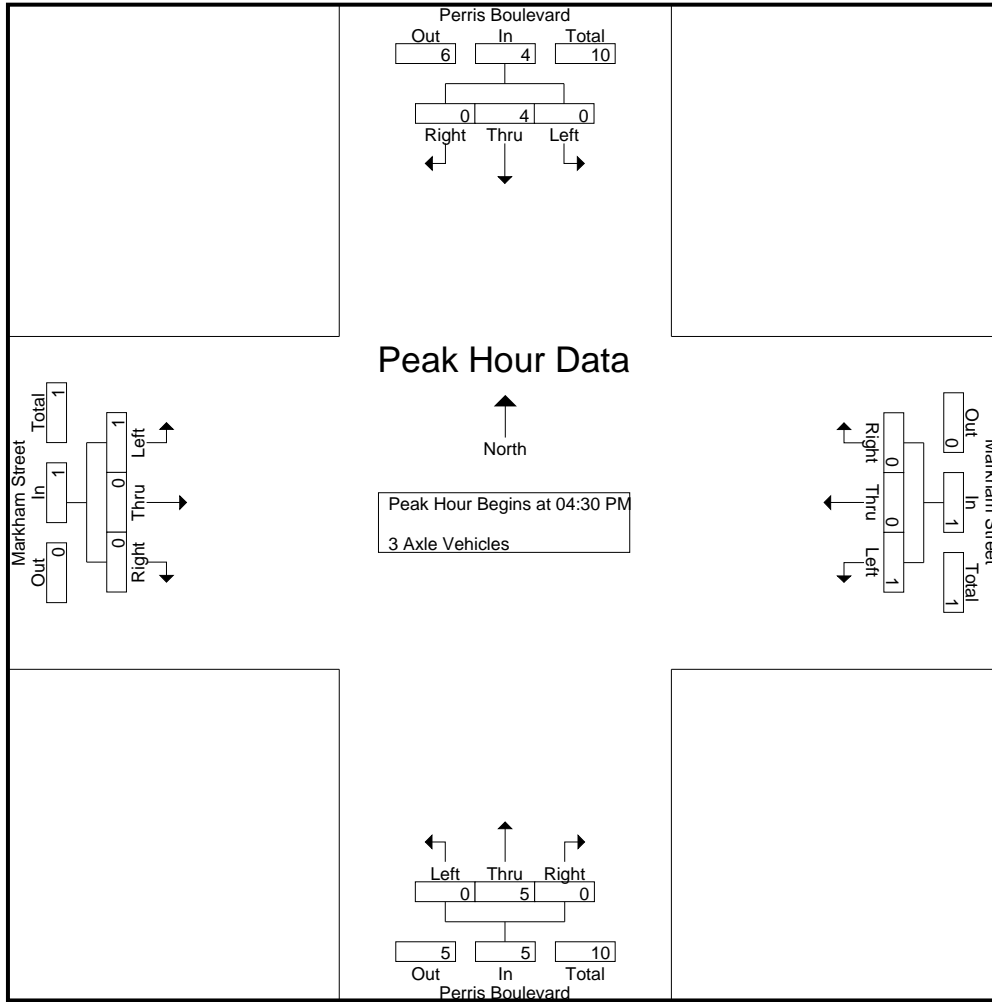
Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	1	0	0	1	3
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	2
Total	0	2	1	3	1	0	0	1	0	2	0	2	1	1	0	2	8	
05:00 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	0	9
Grand Total	0	7	1	8	1	0	0	1	0	6	0	6	1	1	0	2	17	
Apprch %	0	87.5	12.5		100	0	0		0	100	0		50	50	0			
Total %	0	41.2	5.9	47.1	5.9	0	0	5.9	0	35.3	0	35.3	5.9	5.9	0	11.8		

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	4	0	4	1	0	0	1	0	5	0	5	1	0	0	1	11
% App. Total	0	100	0		100	0	0		0	100	0		100	0	0		
PHF	.000	.333	.000	.333	.250	.000	.000	.250	.000	.417	.000	.417	.250	.000	.000	.250	.458

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAPM
 Site Code : 06717172
 Start Date : 3/23/2017
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	4	0	4	1	0	0	1	0	5	0	5	1	0	0	1
% App. Total	0	100	0	0	100	0	0	0	0	100	0	0	100	0	0	0
PHF	.000	.333	.000	.333	.250	.000	.000	.250	.000	.417	.000	.417	.250	.000	.000	.250

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAPM
 Site Code : 06717172
 Start Date : 3/23/2017
 Page No : 1

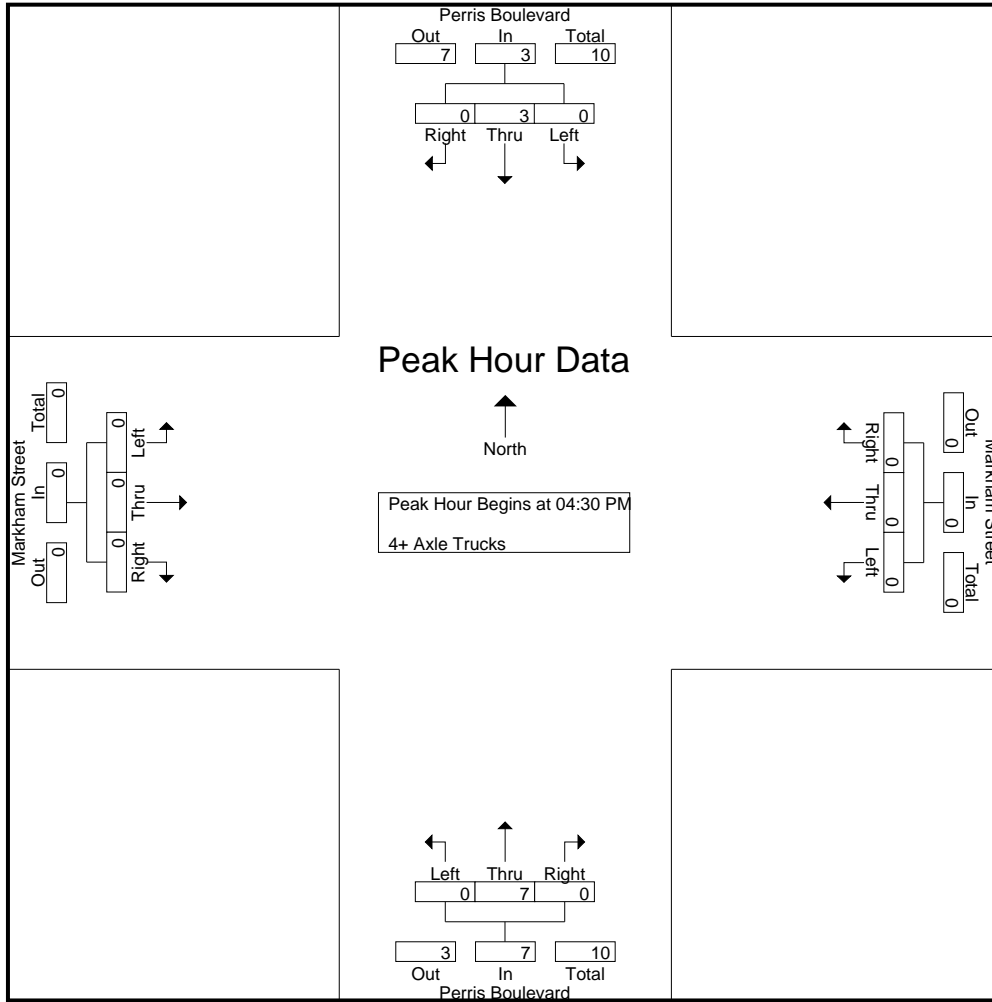
Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	1	4
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	3	0	3	0	0	0	0	0	8	0	8	1	0	0	1	12
05:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:30 PM	0	3	0	3	0	0	0	0	0	2	1	3	0	0	0	0	6
05:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	1	0	0	1	5
Total	0	6	0	6	0	0	0	0	0	9	1	10	1	0	0	1	17
Grand Total	0	9	0	9	0	0	0	0	0	17	1	18	2	0	0	2	29
Apprch %	0	100	0		0	0	0		0	94.4	5.6		100	0	0		
Total %	0	31	0	31	0	0	0	0	0	58.6	3.4	62.1	6.9	0	0	6.9	

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.833

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : PERPEMAMPM
 Site Code : 06717172
 Start Date : 3/23/2017
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : PERPERAAM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

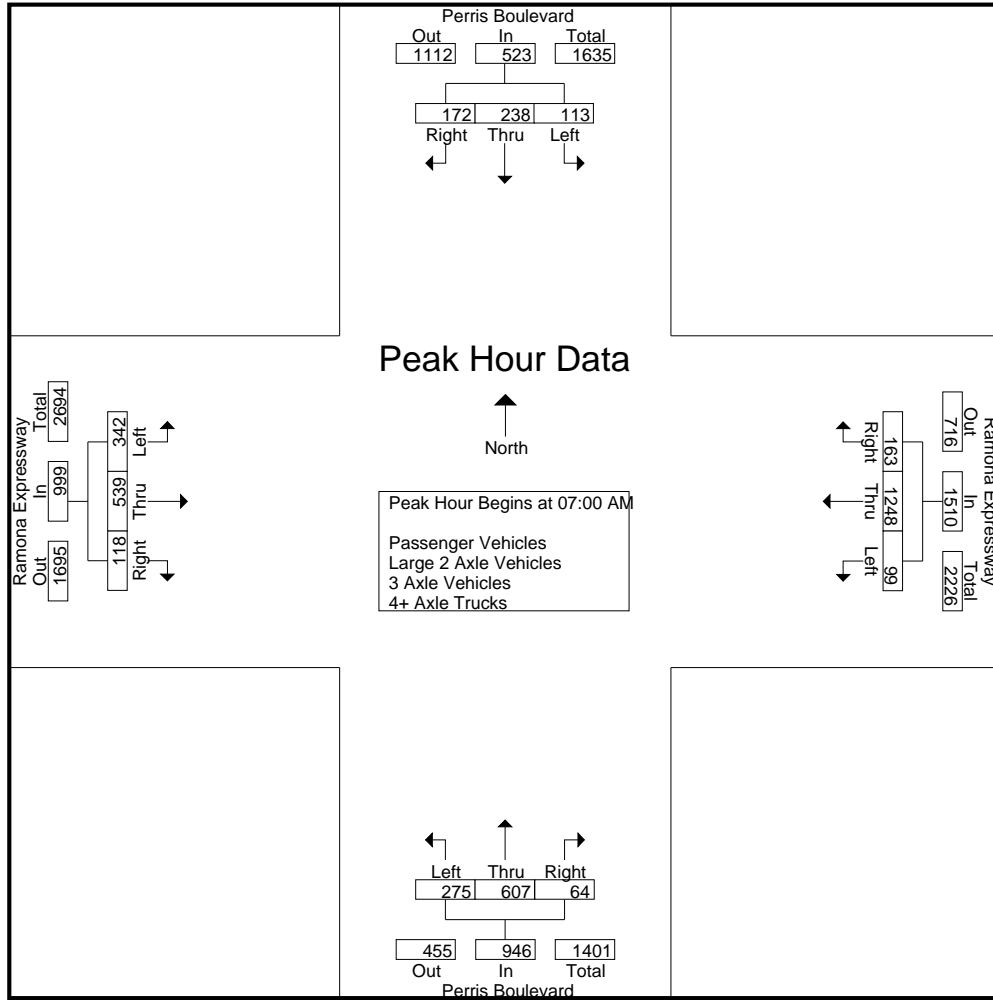
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	30	50	32	112	16	330	30	376	83	153	20	256	60	143	33	236	980
07:15 AM	32	56	51	139	24	319	43	386	64	170	13	247	97	132	20	249	1021
07:30 AM	23	54	50	127	25	297	52	374	75	151	16	242	100	137	34	271	1014
07:45 AM	28	78	39	145	34	302	38	374	53	133	15	201	85	127	31	243	963
Total	113	238	172	523	99	1248	163	1510	275	607	64	946	342	539	118	999	3978
08:00 AM	30	66	48	144	17	255	37	309	41	110	11	162	72	127	39	238	853
08:15 AM	29	64	32	125	14	250	19	283	66	86	18	170	61	120	25	206	784
08:30 AM	22	53	33	108	23	182	24	229	63	74	11	148	61	129	33	223	708
08:45 AM	20	48	28	96	23	214	15	252	65	62	15	142	45	138	28	211	701
Total	101	231	141	473	77	901	95	1073	235	332	55	622	239	514	125	878	3046
Grand Total	214	469	313	996	176	2149	258	2583	510	939	119	1568	581	1053	243	1877	7024
Apprch %	21.5	47.1	31.4		6.8	83.2	10		32.5	59.9	7.6		31	56.1	12.9		
Total %	3	6.7	4.5	14.2	2.5	30.6	3.7	36.8	7.3	13.4	1.7	22.3	8.3	15	3.5	26.7	
Passenger Vehicles	204	439	282	925	172	2071	246	2489	476	904	111	1491	538	990	216	1744	6649
% Passenger Vehicles	95.3	93.6	90.1	92.9	97.7	96.4	95.3	96.4	93.3	96.3	93.3	95.1	92.6	94	88.9	92.9	94.7
Large 2 Axle Vehicles	6	25	18	49	2	42	9	53	17	20	7	44	21	28	12	61	207
% Large 2 Axle Vehicles	2.8	5.3	5.8	4.9	1.1	2	3.5	2.1	3.3	2.1	5.9	2.8	3.6	2.7	4.9	3.2	2.9
3 Axle Vehicles	1	3	2	6	1	7	3	11	4	4	1	9	5	9	2	16	42
% 3 Axle Vehicles	0.5	0.6	0.6	0.6	0.6	0.3	1.2	0.4	0.8	0.4	0.8	0.6	0.9	0.9	0.8	0.9	0.6
4+ Axle Trucks	3	2	11	16	1	29	0	30	13	11	0	24	17	26	13	56	126
% 4+ Axle Trucks	1.4	0.4	3.5	1.6	0.6	1.3	0	1.2	2.5	1.2	0	1.5	2.9	2.5	5.3	3	1.8

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	30	50	32	112	16	330	30	376	83	153	20	256	60	143	33	236	980
07:15 AM	32	56	51	139	24	319	43	386	64	170	13	247	97	132	20	249	1021
07:30 AM	23	54	50	127	25	297	52	374	75	151	16	242	100	137	34	271	1014
07:45 AM	28	78	39	145	34	302	38	374	53	133	15	201	85	127	31	243	963
Total Volume	113	238	172	523	99	1248	163	1510	275	607	64	946	342	539	118	999	3978
% App. Total	21.6	45.5	32.9		6.6	82.6	10.8		29.1	64.2	6.8		34.2	54	11.8		
PHF	.883	.763	.843	.902	.728	.945	.784	.978	.828	.893	.800	.924	.855	.942	.868	.922	.974

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : PERPERAAM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	32	56	51	139	16	330	30	376	83	153	20	256	97	132	20	249
+15 mins.	23	54	50	127	24	319	43	386	64	170	13	247	100	137	34	271
+30 mins.	28	78	39	145	25	297	52	374	75	151	16	242	85	127	31	243
+45 mins.	30	66	48	144	34	302	38	374	53	133	15	201	72	127	39	238
Total Volume	113	254	188	555	99	1248	163	1510	275	607	64	946	354	523	124	1001
% App. Total	20.4	45.8	33.9		6.6	82.6	10.8		29.1	64.2	6.8		35.4	52.2	12.4	
PHF	.883	.814	.922	.957	.728	.945	.784	.978	.828	.893	.800	.924	.885	.954	.795	.923

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

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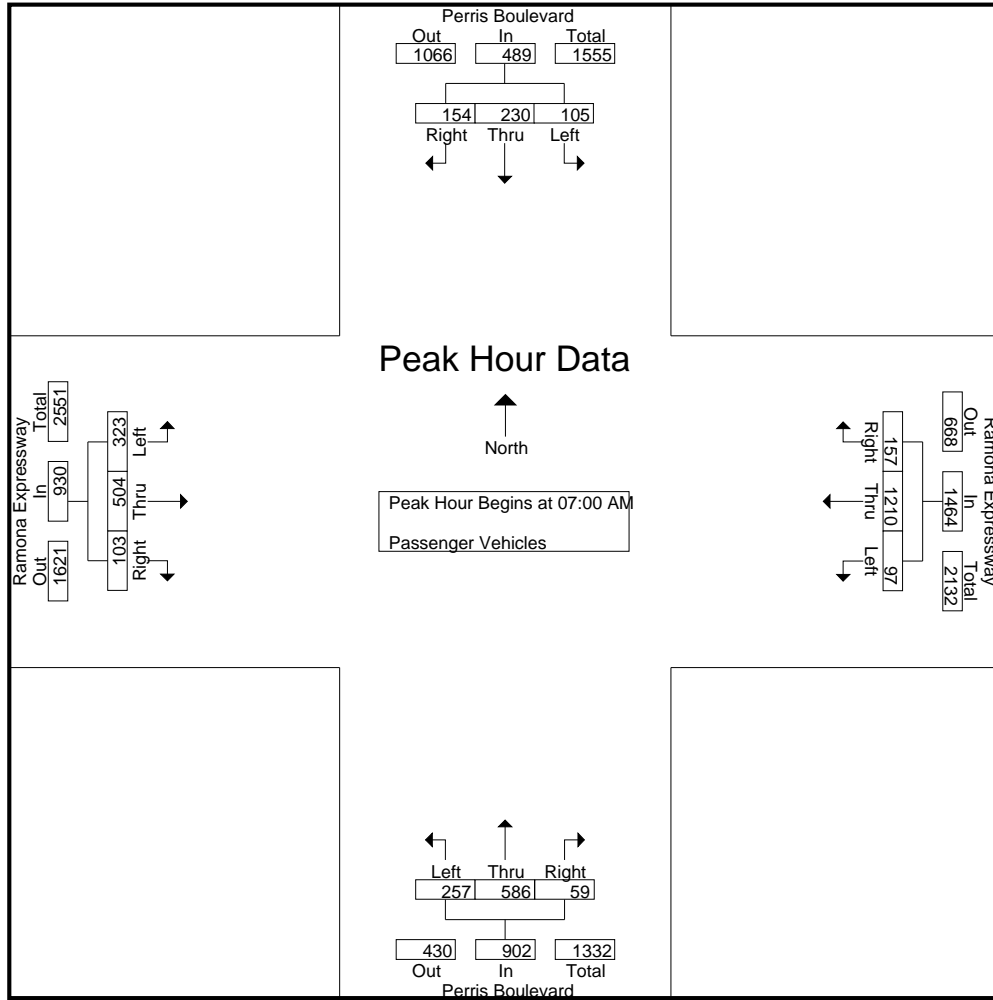
Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	29	46	27	102	16	319	29	364	78	150	19	247	55	130	27	212	925
07:15 AM	29	55	47	131	23	312	42	377	60	161	12	233	93	131	18	242	983
07:30 AM	21	54	44	119	24	284	48	356	71	146	15	232	96	122	31	249	956
07:45 AM	26	75	36	137	34	295	38	367	48	129	13	190	79	121	27	227	921
Total	105	230	154	489	97	1210	157	1464	257	586	59	902	323	504	103	930	3785
08:00 AM	29	61	42	132	17	241	35	293	39	106	11	156	69	123	35	227	808
08:15 AM	29	56	31	116	14	238	18	270	60	82	16	158	57	115	19	191	735
08:30 AM	21	47	31	99	22	177	22	221	56	69	11	136	56	118	31	205	661
08:45 AM	20	45	24	89	22	205	14	241	64	61	14	139	33	130	28	191	660
Total	99	209	128	436	75	861	89	1025	219	318	52	589	215	486	113	814	2864
Grand Total	204	439	282	925	172	2071	246	2489	476	904	111	1491	538	990	216	1744	6649
Apprch %	22.1	47.5	30.5		6.9	83.2	9.9		31.9	60.6	7.4		30.8	56.8	12.4		
Total %	3.1	6.6	4.2	13.9	2.6	31.1	3.7	37.4	7.2	13.6	1.7	22.4	8.1	14.9	3.2	26.2	

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	29	46	27	102	16	319	29	364	78	150	19	247	55	130	27	212	925
07:15 AM	29	55	47	131	23	312	42	377	60	161	12	233	93	131	18	242	983
07:30 AM	21	54	44	119	24	284	48	356	71	146	15	232	96	122	31	249	956
07:45 AM	26	75	36	137	34	295	38	367	48	129	13	190	79	121	27	227	921
Total Volume	105	230	154	489	97	1210	157	1464	257	586	59	902	323	504	103	930	3785
% App. Total	21.5	47	31.5		6.6	82.7	10.7		28.5	65	6.5		34.7	54.2	11.1		
PHF	.905	.767	.819	.892	.713	.948	.818	.971	.824	.910	.776	.913	.841	.962	.831	.934	.963

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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM							
+0 mins.	29	46	27	102	16	319	29	364	78	150	19	247	55	130	27	212
+15 mins.	29	55	47	131	23	312	42	377	60	161	12	233	93	131	18	242
+30 mins.	21	54	44	119	24	284	48	356	71	146	15	232	96	122	31	249
+45 mins.	26	75	36	137	34	295	38	367	48	129	13	190	79	121	27	227
Total Volume	105	230	154	489	97	1210	157	1464	257	586	59	902	323	504	103	930
% App. Total	21.5	47	31.5		6.6	82.7	10.7		28.5	65	6.5		34.7	54.2	11.1	
PHF	.905	.767	.819	.892	.713	.948	.818	.971	.824	.910	.776	.913	.841	.962	.831	.934

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : PERPERAAM
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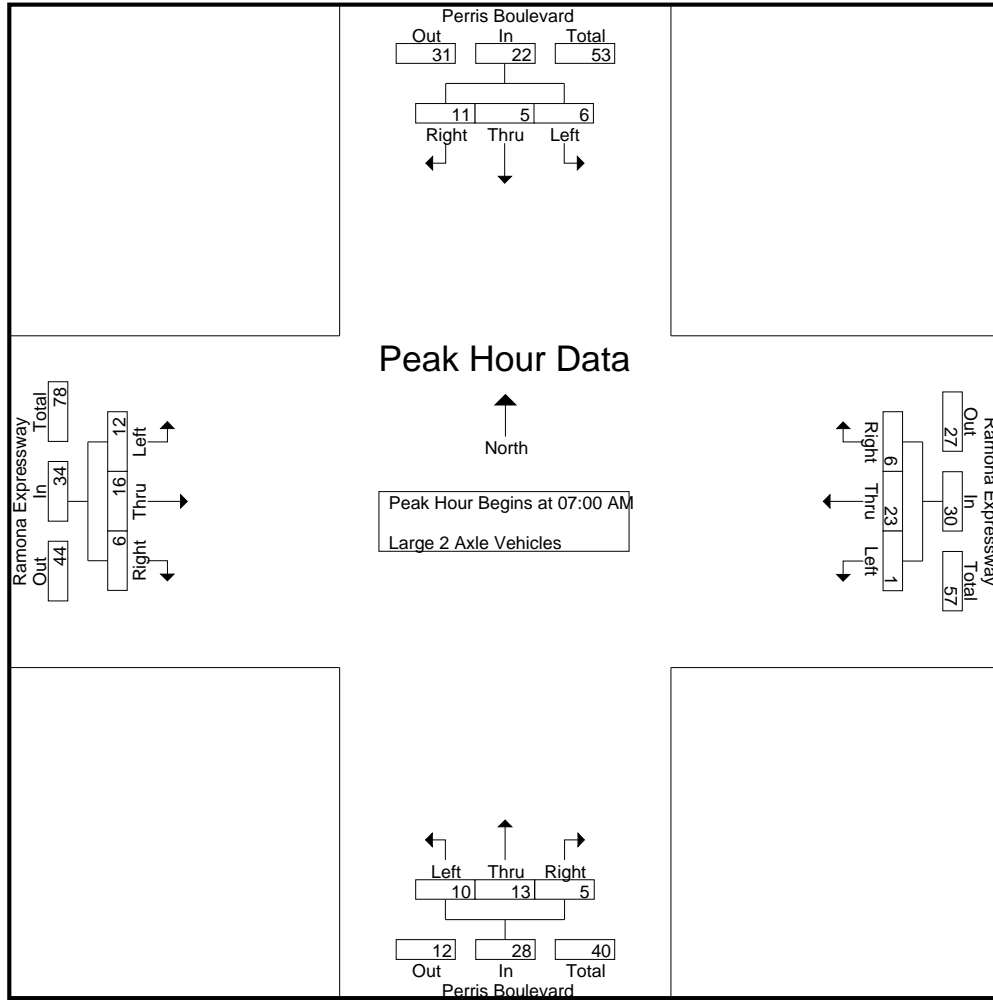
Groups Printed- Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	2	5	8	0	8	1	9	4	2	1	7	2	7	3	12	36
07:15 AM	2	0	3	5	1	4	1	6	2	6	1	9	2	0	1	3	23
07:30 AM	1	0	2	3	0	6	4	10	2	4	1	7	4	7	2	13	33
07:45 AM	2	3	1	6	0	5	0	5	2	1	2	5	4	2	0	6	22
Total	6	5	11	22	1	23	6	30	10	13	5	28	12	16	6	34	114
08:00 AM	0	5	4	9	0	10	1	11	1	2	0	3	2	3	3	8	31
08:15 AM	0	7	0	7	0	6	0	6	3	3	2	8	1	2	3	6	27
08:30 AM	0	6	1	7	1	1	2	4	2	1	0	3	1	4	0	5	19
08:45 AM	0	2	2	4	0	2	0	2	1	1	0	2	5	3	0	8	16
Total	0	20	7	27	1	19	3	23	7	7	2	16	9	12	6	27	93
Grand Total	6	25	18	49	2	42	9	53	17	20	7	44	21	28	12	61	207
Apprch %	12.2	51	36.7		3.8	79.2	17		38.6	45.5	15.9		34.4	45.9	19.7		
Total %	2.9	12.1	8.7	23.7	1	20.3	4.3	25.6	8.2	9.7	3.4	21.3	10.1	13.5	5.8	29.5	

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	2	5	8	0	8	1	9	4	2	1	7	2	7	3	12	36
07:15 AM	2	0	3	5	1	4	1	6	2	6	1	9	2	0	1	3	23
07:30 AM	1	0	2	3	0	6	4	10	2	4	1	7	4	7	2	13	33
07:45 AM	2	3	1	6	0	5	0	5	2	1	2	5	4	2	0	6	22
Total Volume	6	5	11	22	1	23	6	30	10	13	5	28	12	16	6	34	114
% App. Total	27.3	22.7	50		3.3	76.7	20		35.7	46.4	17.9		35.3	47.1	17.6		
PHF	.750	.417	.550	.688	.250	.719	.375	.750	.625	.542	.625	.778	.750	.571	.500	.654	.792

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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	2	5	8	0	8	1	9	4	2	1	7	2	7	3	12
+15 mins.	2	0	3	5	1	4	1	6	2	6	1	9	2	0	1	3
+30 mins.	1	0	2	3	0	6	4	10	2	4	1	7	4	7	2	13
+45 mins.	2	3	1	6	0	5	0	5	2	1	2	5	4	2	0	6
Total Volume	6	5	11	22	1	23	6	30	10	13	5	28	12	16	6	34
% App. Total	27.3	22.7	50		3.3	76.7	20		35.7	46.4	17.9		35.3	47.1	17.6	
PHF	.750	.417	.550	.688	.250	.719	.375	.750	.625	.542	.625	.778	.750	.571	.500	.654

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : PERPERAAM
 Site Code : 05117286
 Start Date : 5/10/2017
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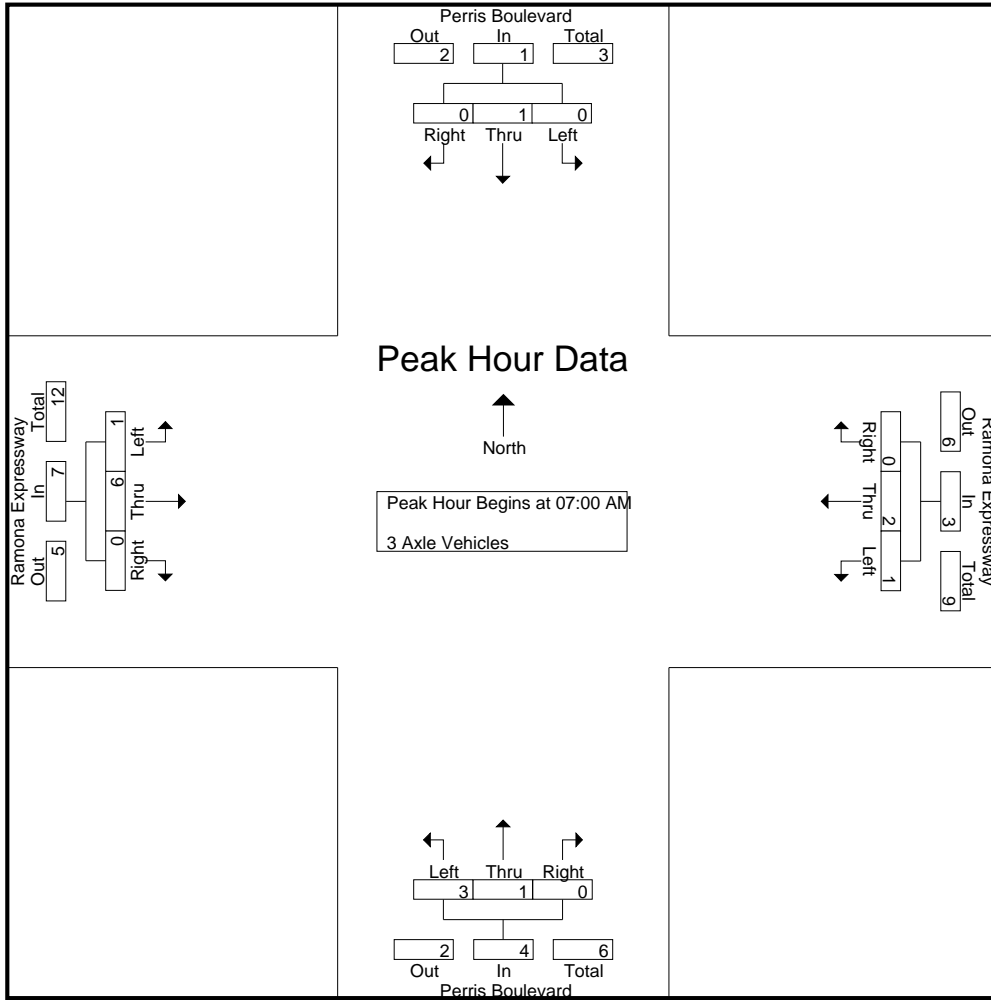
Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	2	0	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
07:30 AM	0	0	0	0	1	2	0	3	1	0	0	1	0	3	0	3	7
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	0	1	0	1	1	2	0	3	3	1	0	4	1	6	0	7	15
08:00 AM	0	0	1	1	0	1	1	2	0	1	0	1	0	0	0	0	4
08:15 AM	0	1	0	1	0	1	1	2	0	1	0	1	1	1	1	3	7
08:30 AM	1	0	0	1	0	1	0	1	1	1	0	2	0	1	1	2	6
08:45 AM	0	1	1	2	0	2	1	3	0	0	1	1	3	1	0	4	10
Total	1	2	2	5	0	5	3	8	1	3	1	5	4	3	2	9	27
Grand Total	1	3	2	6	1	7	3	11	4	4	1	9	5	9	2	16	42
Apprch %	16.7	50	33.3		9.1	63.6	27.3		44.4	44.4	11.1		31.2	56.2	12.5		
Total %	2.4	7.1	4.8	14.3	2.4	16.7	7.1	26.2	9.5	9.5	2.4	21.4	11.9	21.4	4.8	38.1	

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	2	0	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
07:30 AM	0	0	0	0	1	2	0	3	1	0	0	1	0	3	0	3	7
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total Volume	0	1	0	1	1	2	0	3	3	1	0	4	1	6	0	7	15
% App. Total	0	100	0		33.3	66.7	0		75	25	0		14.3	85.7	0		
PHF	.000	.250	.000	.250	.250	.250	.000	.250	.750	.250	.000	1.00	.250	.500	.000	.583	.536

City of Perris
 N/S: Perris Boulevard
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM							
+0 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1
+30 mins.	0	0	0	0	1	2	0	3	1	0	0	1	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
Total Volume	0	1	0	1	1	2	0	3	3	1	0	4	1	6	0	7
% App. Total	0	100	0	0	33.3	66.7	0	0	75	25	0	0	14.3	85.7	0	0
PHF	.000	.250	.000	.250	.250	.250	.000	.250	.750	.250	.000	1.000	.250	.500	.000	.583

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : PERPERAAM
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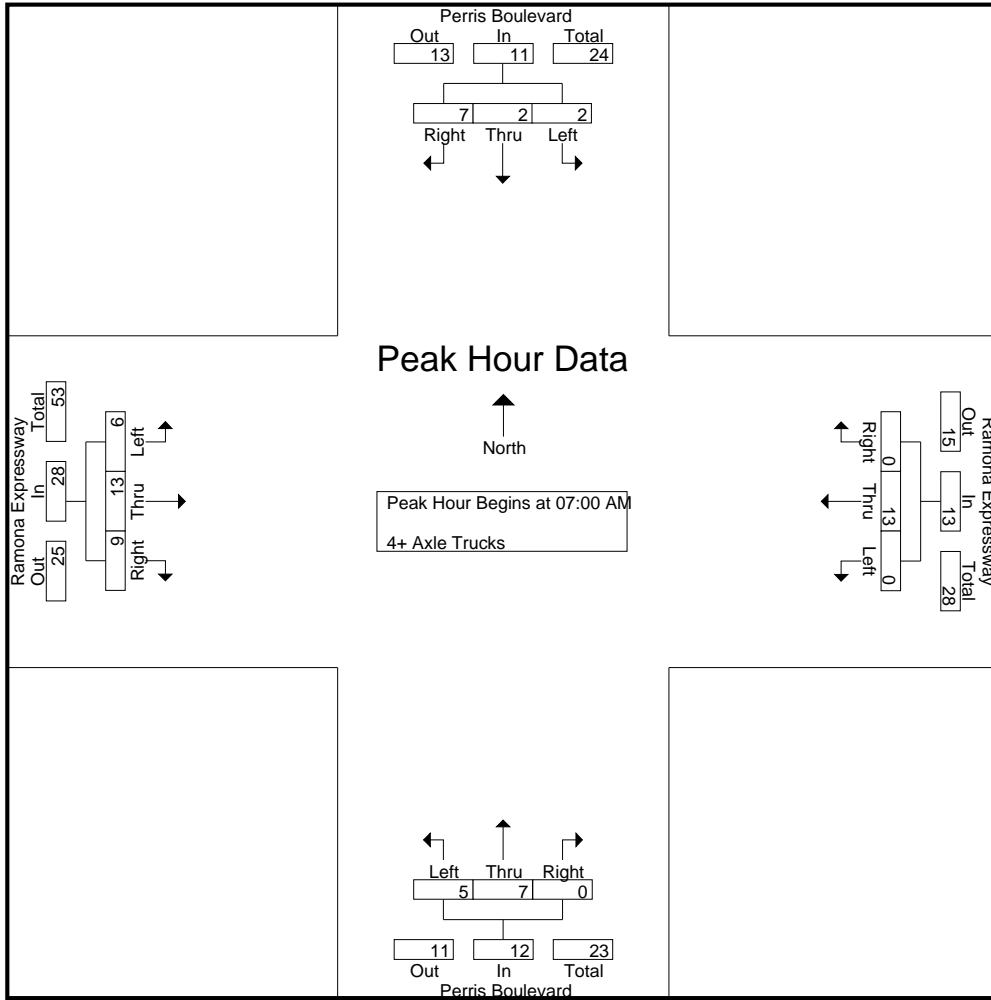
Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	3	0	3	0	1	0	1	3	4	3	10	15
07:15 AM	1	1	1	3	0	3	0	3	2	2	0	4	1	1	1	3	13
07:30 AM	1	0	4	5	0	5	0	5	1	1	0	2	0	5	1	6	18
07:45 AM	0	0	2	2	0	2	0	2	2	3	0	5	2	3	4	9	18
Total	2	2	7	11	0	13	0	13	5	7	0	12	6	13	9	28	64
08:00 AM	1	0	1	2	0	3	0	3	1	1	0	2	1	1	1	3	10
08:15 AM	0	0	1	1	0	5	0	5	3	0	0	3	2	2	2	6	15
08:30 AM	0	0	1	1	0	3	0	3	4	3	0	7	4	6	1	11	22
08:45 AM	0	0	1	1	1	5	0	6	0	0	0	0	4	4	0	8	15
Total	1	0	4	5	1	16	0	17	8	4	0	12	11	13	4	28	62
Grand Total	3	2	11	16	1	29	0	30	13	11	0	24	17	26	13	56	126
Apprch %	18.8	12.5	68.8		3.3	96.7	0		54.2	45.8	0		30.4	46.4	23.2		
Total %	2.4	1.6	8.7	12.7	0.8	23	0	23.8	10.3	8.7	0	19	13.5	20.6	10.3	44.4	

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	3	0	3	0	1	0	1	3	4	3	10	15
07:15 AM	1	1	1	3	0	3	0	3	2	2	0	4	1	1	1	3	13
07:30 AM	1	0	4	5	0	5	0	5	1	1	0	2	0	5	1	6	18
07:45 AM	0	0	2	2	0	2	0	2	2	3	0	5	2	3	4	9	18
Total Volume	2	2	7	11	0	13	0	13	5	7	0	12	6	13	9	28	64
% App. Total	18.2	18.2	63.6		0	100	0		41.7	58.3	0		21.4	46.4	32.1		
PHF	.500	.500	.438	.550	.000	.650	.000	.650	.625	.583	.000	.600	.500	.650	.563	.700	.889

City of Perris
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	3	0	3	0	1	0	1	3	4	3	10
+15 mins.	1	1	1	3	0	3	0	3	2	2	0	4	1	1	1	3
+30 mins.	1	0	4	5	0	5	0	5	1	1	0	2	0	5	1	6
+45 mins.	0	0	2	2	0	2	0	2	2	3	0	5	2	3	4	9
Total Volume	2	2	7	11	0	13	0	13	5	7	0	12	6	13	9	28
% App. Total	18.2	18.2	63.6		0	100	0		41.7	58.3	0		21.4	46.4	32.1	
PHF	.500	.500	.438	.550	.000	.650	.000	.650	.625	.583	.000	.600	.500	.650	.563	.700

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 E/W: Ramona Expressway
 Weather: Clear

File Name : PERPERAPM
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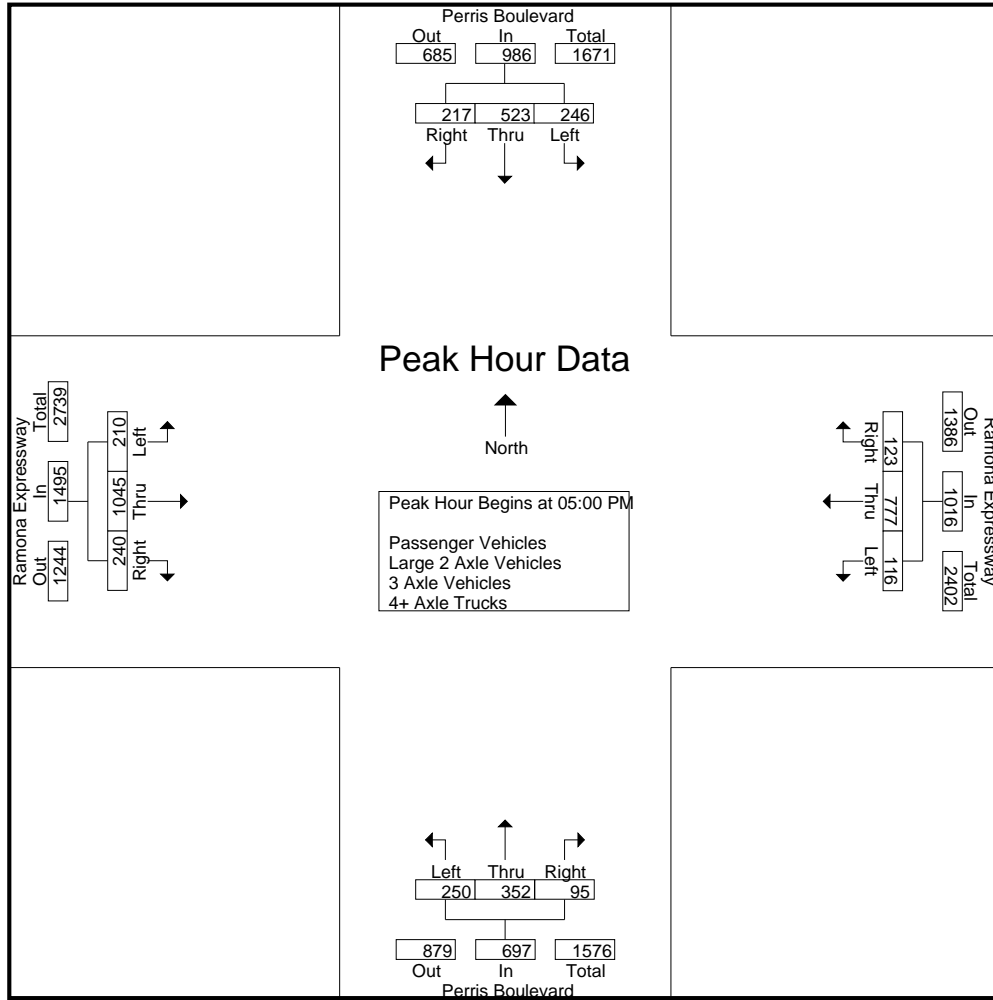
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	43	98	30	171	23	167	21	211	54	94	19	167	57	264	49	370	919
04:15 PM	56	106	49	211	25	168	27	220	48	84	25	157	43	234	38	315	903
04:30 PM	57	116	56	229	21	175	23	219	73	127	34	234	80	260	46	386	1068
04:45 PM	62	118	56	236	41	190	20	251	44	94	18	156	60	269	52	381	1024
Total	218	438	191	847	110	700	91	901	219	399	96	714	240	1027	185	1452	3914
05:00 PM	69	123	53	245	36	193	27	256	70	77	22	169	60	252	64	376	1046
05:15 PM	47	140	51	238	28	186	26	240	63	98	26	187	56	258	55	369	1034
05:30 PM	63	123	55	241	28	196	38	262	51	90	24	165	66	251	57	374	1042
05:45 PM	67	137	58	262	24	202	32	258	66	87	23	176	28	284	64	376	1072
Total	246	523	217	986	116	777	123	1016	250	352	95	697	210	1045	240	1495	4194
Grand Total	464	961	408	1833	226	1477	214	1917	469	751	191	1411	450	2072	425	2947	8108
Apprch %	25.3	52.4	22.3		11.8	77	11.2		33.2	53.2	13.5		15.3	70.3	14.4		
Total %	5.7	11.9	5	22.6	2.8	18.2	2.6	23.6	5.8	9.3	2.4	17.4	5.6	25.6	5.2	36.3	
Passenger Vehicles	446	945	394	1785	225	1404	206	1835	448	733	191	1372	422	2018	396	2836	7828
% Passenger Vehicles	96.1	98.3	96.6	97.4	99.6	95.1	96.3	95.7	95.5	97.6	100	97.2	93.8	97.4	93.2	96.2	96.5
Large 2 Axle Vehicles	8	13	6	27	1	27	3	31	11	11	0	22	8	29	16	53	133
% Large 2 Axle Vehicles	1.7	1.4	1.5	1.5	0.4	1.8	1.4	1.6	2.3	1.5	0	1.6	1.8	1.4	3.8	1.8	1.6
3 Axle Vehicles	9	1	2	12	0	11	1	12	7	7	0	14	9	13	3	25	63
% 3 Axle Vehicles	1.9	0.1	0.5	0.7	0	0.7	0.5	0.6	1.5	0.9	0	1	2	0.6	0.7	0.8	0.8
4+ Axle Trucks	1	2	6	9	0	35	4	39	3	0	0	3	11	12	10	33	84
% 4+ Axle Trucks	0.2	0.2	1.5	0.5	0	2.4	1.9	2	0.6	0	0	0.2	2.4	0.6	2.4	1.1	1

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	69	123	53	245	36	193	27	256	70	77	22	169	60	252	64	376	1046
05:15 PM	47	140	51	238	28	186	26	240	63	98	26	187	56	258	55	369	1034
05:30 PM	63	123	55	241	28	196	38	262	51	90	24	165	66	251	57	374	1042
05:45 PM	67	137	58	262	24	202	32	258	66	87	23	176	28	284	64	376	1072
Total Volume	246	523	217	986	116	777	123	1016	250	352	95	697	210	1045	240	1495	4194
% App. Total	24.9	53	22		11.4	76.5	12.1		35.9	50.5	13.6		14	69.9	16.1		
PHF	.891	.934	.935	.941	.806	.962	.809	.969	.893	.898	.913	.932	.795	.920	.938	.994	.978

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				04:30 PM			
+0 mins.	69	123	53	245	36	193	27	256	73	127	34	234	80	260	46	386
+15 mins.	47	140	51	238	28	186	26	240	44	94	18	156	60	269	52	381
+30 mins.	63	123	55	241	28	196	38	262	70	77	22	169	60	252	64	376
+45 mins.	67	137	58	262	24	202	32	258	63	98	26	187	56	258	55	369
Total Volume	246	523	217	986	116	777	123	1016	250	396	100	746	256	1039	217	1512
% App. Total	24.9	53	22		11.4	76.5	12.1		33.5	53.1	13.4		16.9	68.7	14.4	
PHF	.891	.934	.935	.941	.806	.962	.809	.969	.856	.780	.735	.797	.800	.966	.848	.979

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : PERPERAPM
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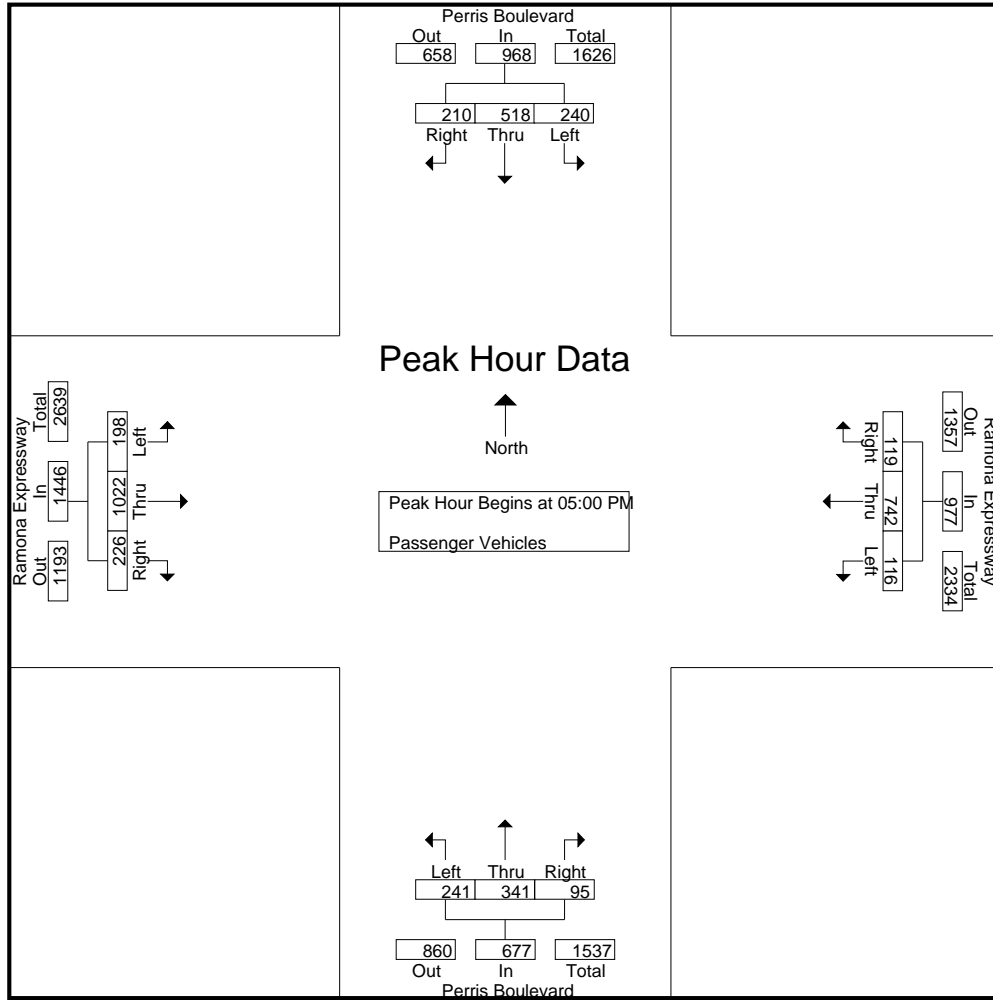
Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	42	96	29	167	23	154	19	196	50	90	19	159	49	257	46	352	874
04:15 PM	54	104	47	205	25	156	27	208	46	84	25	155	40	222	34	296	864
04:30 PM	56	115	55	226	21	171	22	214	68	125	34	227	78	253	41	372	1039
04:45 PM	54	112	53	219	40	181	19	240	43	93	18	154	57	264	49	370	983
Total	206	427	184	817	109	662	87	858	207	392	96	695	224	996	170	1390	3760
05:00 PM	68	122	52	242	36	187	27	250	66	75	22	163	58	246	60	364	1019
05:15 PM	44	138	48	230	28	174	25	227	62	94	26	182	54	254	53	361	1000
05:30 PM	62	123	53	238	28	186	36	250	48	87	24	159	58	246	53	357	1004
05:45 PM	66	135	57	258	24	195	31	250	65	85	23	173	28	276	60	364	1045
Total	240	518	210	968	116	742	119	977	241	341	95	677	198	1022	226	1446	4068
Grand Total	446	945	394	1785	225	1404	206	1835	448	733	191	1372	422	2018	396	2836	7828
Apprch %	25	52.9	22.1		12.3	76.5	11.2		32.7	53.4	13.9		14.9	71.2	14		
Total %	5.7	12.1	5	22.8	2.9	17.9	2.6	23.4	5.7	9.4	2.4	17.5	5.4	25.8	5.1	36.2	

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	68	122	52	242	36	187	27	250	66	75	22	163	58	246	60	364	1019
05:15 PM	44	138	48	230	28	174	25	227	62	94	26	182	54	254	53	361	1000
05:30 PM	62	123	53	238	28	186	36	250	48	87	24	159	58	246	53	357	1004
05:45 PM	66	135	57	258	24	195	31	250	65	85	23	173	28	276	60	364	1045
Total Volume	240	518	210	968	116	742	119	977	241	341	95	677	198	1022	226	1446	4068
% App. Total	24.8	53.5	21.7		11.9	75.9	12.2		35.6	50.4	14		13.7	70.7	15.6		
PHF	.882	.938	.921	.938	.806	.951	.826	.977	.913	.907	.913	.930	.853	.926	.942	.993	.973

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM							
+0 mins.	68	122	52	242	36	187	27	250	66	75	22	163	58	246	60	364
+15 mins.	44	138	48	230	28	174	25	227	62	94	26	182	54	254	53	361
+30 mins.	62	123	53	238	28	186	36	250	48	87	24	159	58	246	53	357
+45 mins.	66	135	57	258	24	195	31	250	65	85	23	173	28	276	60	364
Total Volume	240	518	210	968	116	742	119	977	241	341	95	677	198	1022	226	1446
% App. Total	24.8	53.5	21.7		11.9	75.9	12.2		35.6	50.4	14		13.7	70.7	15.6	
PHF	.882	.938	.921	.938	.806	.951	.826	.977	.913	.907	.913	.930	.853	.926	.942	.993

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : PERPERAPM
 Site Code : 05117286
 Start Date : 5/10/2017
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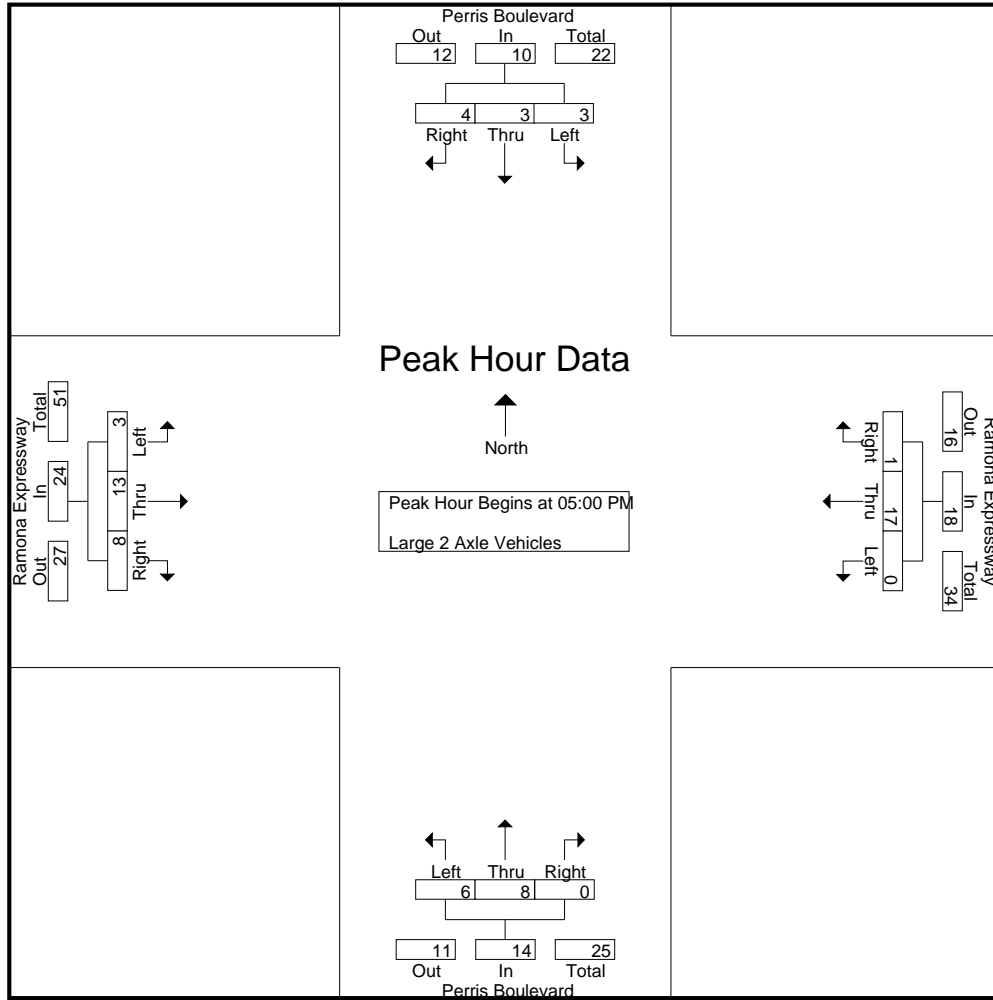
Groups Printed- Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	4	1	5	1	2	0	3	3	4	2	9	19
04:15 PM	2	2	2	6	0	3	0	3	0	0	0	0	1	4	1	6	15
04:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	5	3	8	12
04:45 PM	3	6	0	9	1	3	1	5	0	1	0	1	1	3	2	6	21
Total	5	10	2	17	1	10	2	13	5	3	0	8	5	16	8	29	67
05:00 PM	0	1	1	2	0	4	0	4	4	0	0	4	1	4	2	7	17
05:15 PM	1	2	1	4	0	4	0	4	0	4	0	4	0	2	1	3	15
05:30 PM	1	0	1	2	0	5	1	6	2	2	0	4	2	3	2	7	19
05:45 PM	1	0	1	2	0	4	0	4	0	2	0	2	0	4	3	7	15
Total	3	3	4	10	0	17	1	18	6	8	0	14	3	13	8	24	66
Grand Total	8	13	6	27	1	27	3	31	11	11	0	22	8	29	16	53	133
Apprch %	29.6	48.1	22.2		3.2	87.1	9.7		50	50	0		15.1	54.7	30.2		
Total %	6	9.8	4.5	20.3	0.8	20.3	2.3	23.3	8.3	8.3	0	16.5	6	21.8	12	39.8	

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	1	2	0	4	0	4	4	0	0	4	1	4	2	7	17
05:15 PM	1	2	1	4	0	4	0	4	0	4	0	4	0	2	1	3	15
05:30 PM	1	0	1	2	0	5	1	6	2	2	0	4	2	3	2	7	19
05:45 PM	1	0	1	2	0	4	0	4	0	2	0	2	0	4	3	7	15
Total Volume	3	3	4	10	0	17	1	18	6	8	0	14	3	13	8	24	66
% App. Total	30	30	40		0	94.4	5.6		42.9	57.1	0		12.5	54.2	33.3		
PHF	.750	.375	1.00	.625	.000	.850	.250	.750	.375	.500	.000	.875	.375	.813	.667	.857	.868

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

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 Site Code : 05117286
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	1	2	0	4	0	4	4	0	0	4	1	4	2	7
+15 mins.	1	2	1	4	0	4	0	4	0	4	0	4	0	2	1	3
+30 mins.	1	0	1	2	0	5	1	6	2	2	0	4	2	3	2	7
+45 mins.	1	0	1	2	0	4	0	4	0	2	0	2	0	4	3	7
Total Volume	3	3	4	10	0	17	1	18	6	8	0	14	3	13	8	24
% App. Total	30	30	40		0	94.4	5.6		42.9	57.1	0		12.5	54.2	33.3	
PHF	.750	.375	1.000	.625	.000	.850	.250	.750	.375	.500	.000	.875	.375	.813	.667	.857

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : PERPERAPM
 Site Code : 05117286
 Start Date : 5/10/2017
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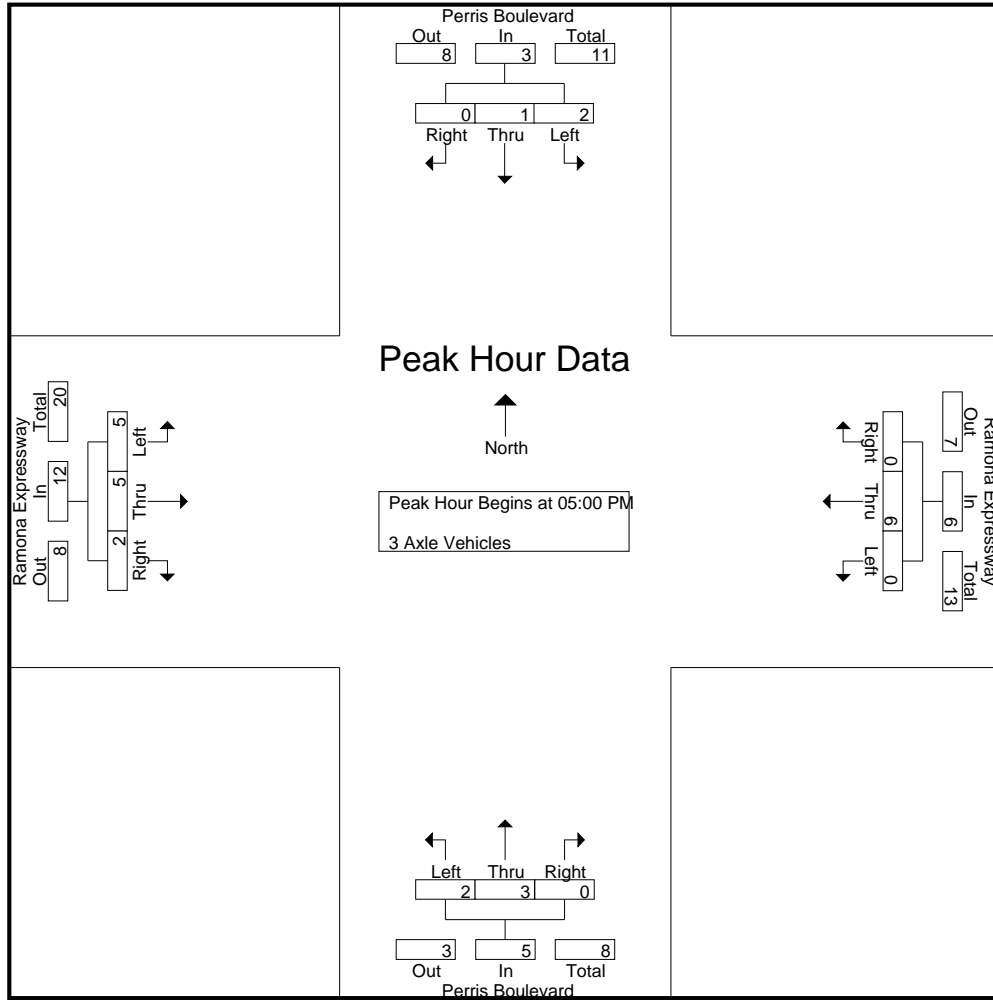
Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	2	1	3	1	2	0	3	3	2	1	6	13
04:15 PM	0	0	0	0	0	2	0	2	2	0	0	2	0	4	0	4	8
04:30 PM	1	0	0	1	0	0	0	0	1	2	0	3	0	2	0	2	6
04:45 PM	5	0	2	7	0	1	0	1	1	0	0	1	1	0	0	1	10
Total	7	0	2	9	0	5	1	6	5	4	0	9	4	8	1	13	37
05:00 PM	1	0	0	1	0	1	0	1	0	2	0	2	1	2	0	3	7
05:15 PM	1	0	0	1	0	2	0	2	0	0	0	0	2	1	0	3	6
05:30 PM	0	0	0	0	0	2	0	2	1	1	0	2	2	1	1	4	8
05:45 PM	0	1	0	1	0	1	0	1	1	0	0	1	0	1	1	2	5
Total	2	1	0	3	0	6	0	6	2	3	0	5	5	5	2	12	26
Grand Total	9	1	2	12	0	11	1	12	7	7	0	14	9	13	3	25	63
Apprch %	75	8.3	16.7		0	91.7	8.3		50	50	0		36	52	12		
Total %	14.3	1.6	3.2	19	0	17.5	1.6	19	11.1	11.1	0	22.2	14.3	20.6	4.8	39.7	

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	0	1	0	1	0	1	0	2	0	2	1	2	0	3	7
05:15 PM	1	0	0	1	0	2	0	2	0	0	0	0	2	1	0	3	6
05:30 PM	0	0	0	0	0	2	0	2	1	1	0	2	2	1	1	4	8
05:45 PM	0	1	0	1	0	1	0	1	1	0	0	1	0	1	1	2	5
Total Volume	2	1	0	3	0	6	0	6	2	3	0	5	5	5	2	12	26
% App. Total	66.7	33.3	0		0	100	0		40	60	0		41.7	41.7	16.7		
PHF	.500	.250	.000	.750	.000	.750	.000	.750	.500	.375	.000	.625	.625	.625	.500	.750	.813

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : PERPERAPM
 Site Code : 05117286
 Start Date : 5/10/2017
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	0	0	1	0	1	0	1	0	2	0	2	1	2	0	3
+15 mins.	1	0	0	1	0	2	0	2	0	0	0	0	2	1	0	3
+30 mins.	0	0	0	0	0	2	0	2	1	1	0	2	2	1	1	4
+45 mins.	0	1	0	1	0	1	0	1	1	0	0	1	0	1	1	2
Total Volume	2	1	0	3	0	6	0	6	2	3	0	5	5	5	2	12
% App. Total	66.7	33.3	0		0	100	0		40	60	0		41.7	41.7	16.7	
PHF	.500	.250	.000	.750	.000	.750	.000	.750	.500	.375	.000	.625	.625	.625	.500	.750

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : PERPERAPM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

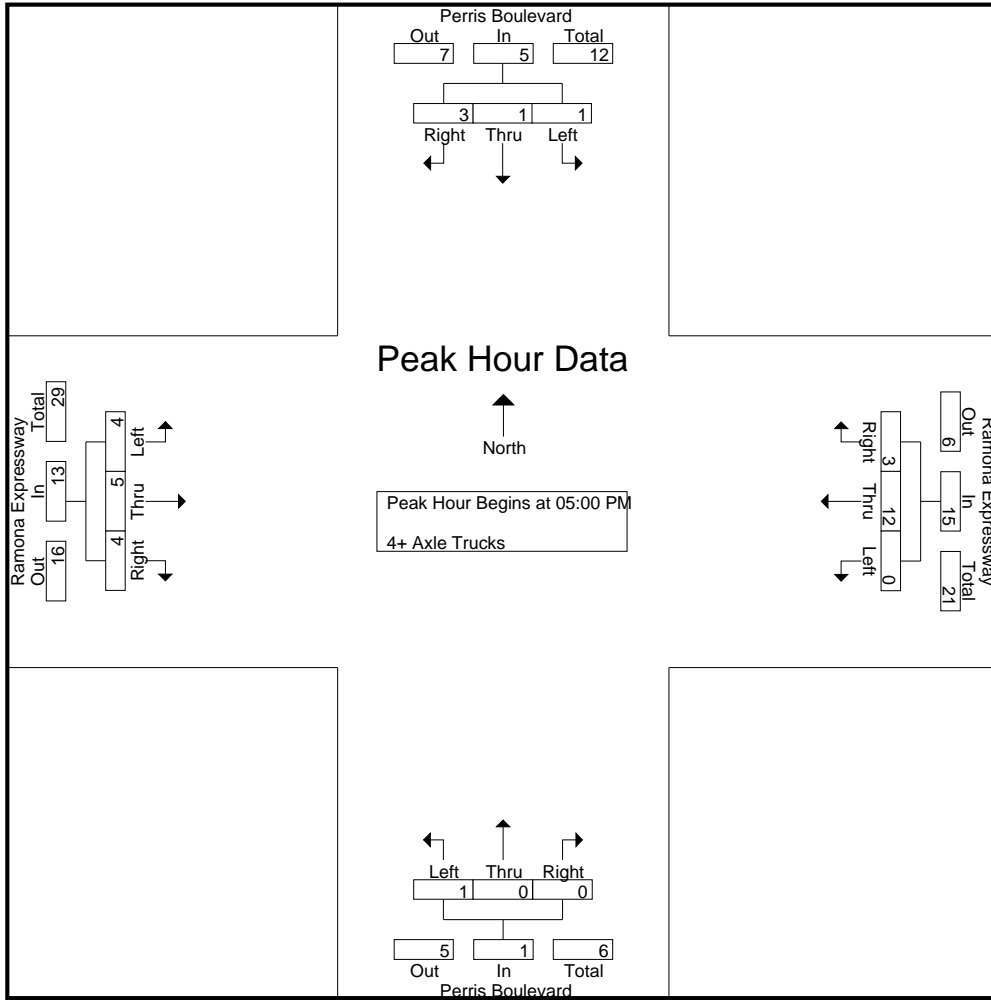
Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	7	0	7	2	0	0	2	2	1	0	3	13
04:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	2	4	3	9	16
04:30 PM	0	1	1	2	0	4	1	5	0	0	0	0	2	0	2	4	11
04:45 PM	0	0	1	1	0	5	0	5	0	0	0	0	1	2	1	4	10
Total	0	1	3	4	0	23	1	24	2	0	0	2	7	7	6	20	50
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
05:15 PM	1	0	2	3	0	6	1	7	1	0	0	1	0	1	1	2	13
05:30 PM	0	0	1	1	0	3	1	4	0	0	0	0	4	1	1	6	11
05:45 PM	0	1	0	1	0	2	1	3	0	0	0	0	0	3	0	3	7
Total	1	1	3	5	0	12	3	15	1	0	0	1	4	5	4	13	34
Grand Total	1	2	6	9	0	35	4	39	3	0	0	3	11	12	10	33	84
Apprch %	11.1	22.2	66.7		0	89.7	10.3		100	0	0		33.3	36.4	30.3		
Total %	1.2	2.4	7.1	10.7	0	41.7	4.8	46.4	3.6	0	0	3.6	13.1	14.3	11.9	39.3	

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
05:15 PM	1	0	2	3	0	6	1	7	1	0	0	1	0	1	1	2	13
05:30 PM	0	0	1	1	0	3	1	4	0	0	0	0	4	1	1	6	11
05:45 PM	0	1	0	1	0	2	1	3	0	0	0	0	0	3	0	3	7
Total Volume	1	1	3	5	0	12	3	15	1	0	0	1	4	5	4	13	34
% App. Total	20	20	60		0	80	20		100	0	0		30.8	38.5	30.8		
PHF	.250	.250	.375	.417	.000	.500	.750	.536	.250	.000	.000	.250	.250	.417	.500	.542	.654

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : PERPERAPM
 Site Code : 05117286
 Start Date : 5/10/2017
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
+15 mins.	1	0	2	3	0	6	1	7	1	0	0	1	0	1	1	2
+30 mins.	0	0	1	1	0	3	1	4	0	0	0	0	4	1	1	6
+45 mins.	0	1	0	1	0	2	1	3	0	0	0	0	0	3	0	3
Total Volume	1	1	3	5	0	12	3	15	1	0	0	1	4	5	4	13
% App. Total	20	20	60		0	80	20		100	0	0		30.8	38.5	30.8	
PHF	.250	.250	.375	.417	.000	.500	.750	.536	.250	.000	.000	.250	.250	.417	.500	.542

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry AM
 Site Code : 05118430
 Start Date : 5/24/2018
 Page No : 1

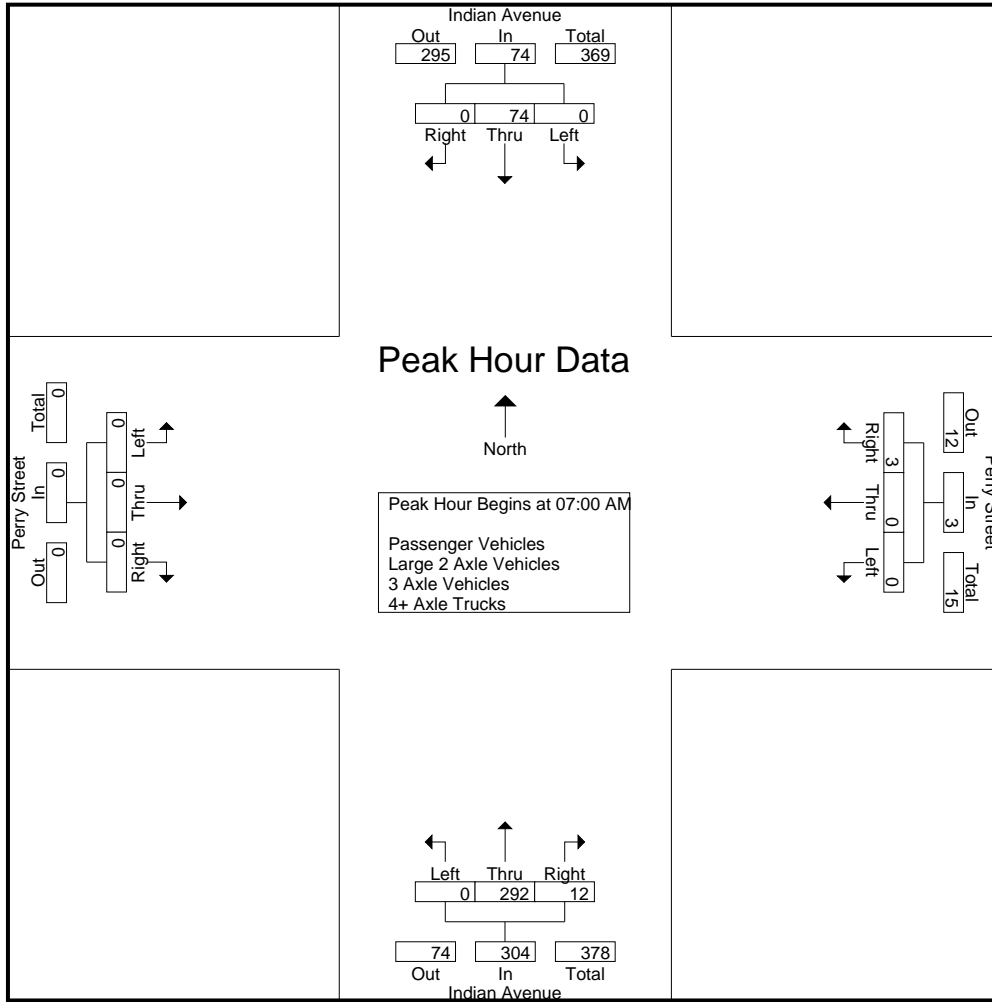
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	13	0	13	0	0	0	0	0	80	2	82	0	0	0	0	95
07:15 AM	0	15	0	15	0	0	1	1	0	76	1	77	0	0	0	0	93
07:30 AM	0	21	0	21	0	0	0	0	0	88	4	92	0	0	0	0	113
07:45 AM	0	25	0	25	0	0	2	2	0	48	5	53	0	0	0	0	80
Total	0	74	0	74	0	0	3	3	0	292	12	304	0	0	0	0	381
08:00 AM	0	18	0	18	0	0	1	1	0	51	1	52	0	0	0	0	71
08:15 AM	0	13	0	13	0	0	1	1	0	25	4	29	0	0	0	0	43
08:30 AM	0	21	0	21	0	0	4	4	0	29	2	31	0	0	0	0	56
08:45 AM	0	22	0	22	0	0	3	3	0	27	1	28	0	0	0	0	53
Total	0	74	0	74	0	0	9	9	0	132	8	140	0	0	0	0	223
Grand Total	0	148	0	148	0	0	12	12	0	424	20	444	0	0	0	0	604
Apprch %	0	100	0		0	0	100		0	95.5	4.5		0	0	0		
Total %	0	24.5	0	24.5	0	0	2	2	0	70.2	3.3	73.5	0	0	0	0	
Passenger Vehicles	0	101	0	101	0	0	12	12	0	374	4	378	0	0	0	0	491
% Passenger Vehicles	0	68.2	0	68.2	0	0	100	100	0	88.2	20	85.1	0	0	0	0	81.3
Large 2 Axle Vehicles	0	7	0	7	0	0	0	0	0	12	11	23	0	0	0	0	30
% Large 2 Axle Vehicles	0	4.7	0	4.7	0	0	0	0	0	2.8	55	5.2	0	0	0	0	5
3 Axle Vehicles	0	6	0	6	0	0	0	0	0	2	3	5	0	0	0	0	11
% 3 Axle Vehicles	0	4.1	0	4.1	0	0	0	0	0	0.5	15	1.1	0	0	0	0	1.8
4+ Axle Trucks	0	34	0	34	0	0	0	0	0	36	2	38	0	0	0	0	72
% 4+ Axle Trucks	0	23	0	23	0	0	0	0	0	8.5	10	8.6	0	0	0	0	11.9

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	13	0	13	0	0	0	0	0	80	2	82	0	0	0	0	95
07:15 AM	0	15	0	15	0	0	1	1	0	76	1	77	0	0	0	0	93
07:30 AM	0	21	0	21	0	0	0	0	0	88	4	92	0	0	0	0	113
07:45 AM	0	25	0	25	0	0	2	2	0	48	5	53	0	0	0	0	80
Total Volume	0	74	0	74	0	0	3	3	0	292	12	304	0	0	0	0	381
% App. Total	0	100	0		0	0	100		0	96.1	3.9		0	0	0		
PHF	.000	.740	.000	.740	.000	.000	.375	.375	.000	.830	.600	.826	.000	.000	.000	.000	.843

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry AM
 Site Code : 05118430
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	15	0	15	0	0	1	1	0	80	2	82	0	0	0	0
+15 mins.	0	21	0	21	0	0	1	1	0	76	1	77	0	0	0	0
+30 mins.	0	25	0	25	0	0	4	4	0	88	4	92	0	0	0	0
+45 mins.	0	18	0	18	0	0	3	3	0	48	5	53	0	0	0	0
Total Volume	0	79	0	79	0	0	9	9	0	292	12	304	0	0	0	0
% App. Total	0	100	0	100	0	0	100	100	0	96.1	3.9	100	0	0	0	0
PHF	.000	.790	.000	.790	.000	.000	.563	.563	.000	.830	.600	.826	.000	.000	.000	.000

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry AM
 Site Code : 05118430
 Start Date : 5/24/2018
 Page No : 1

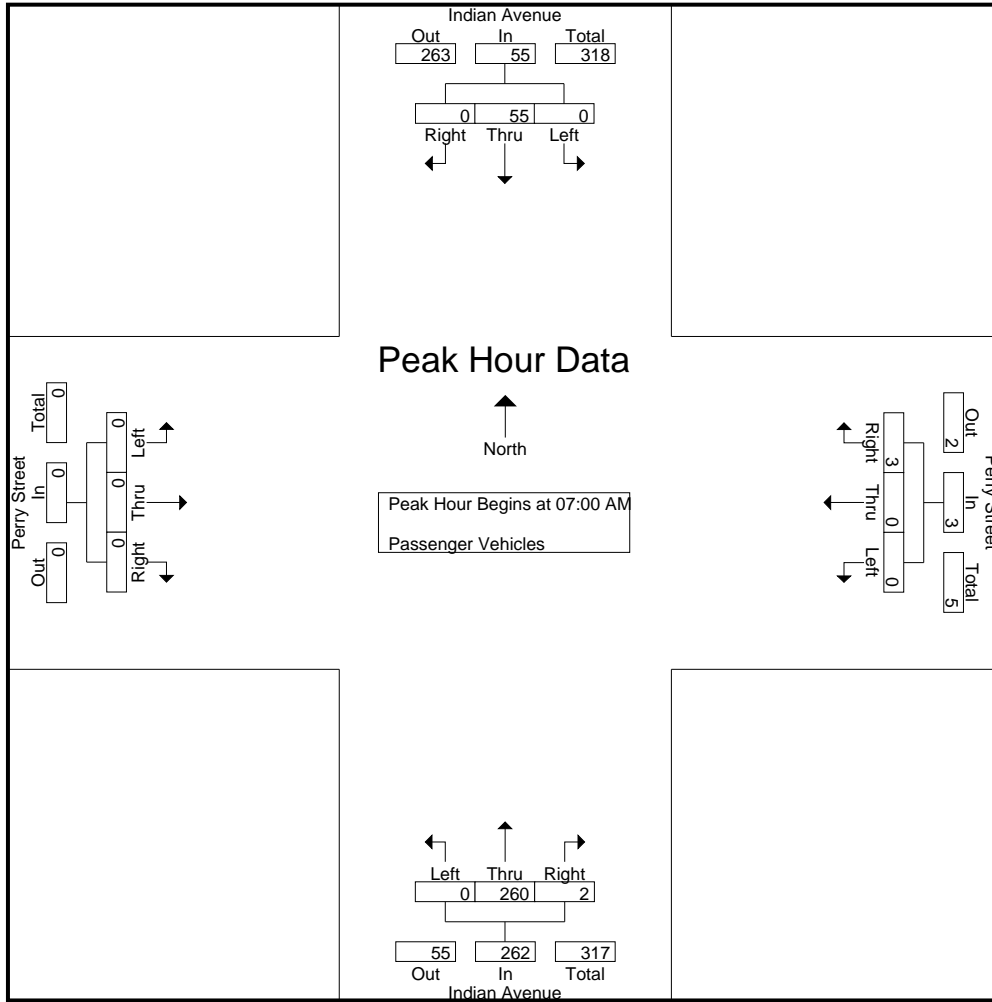
Groups Printed- Passenger Vehicles

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	9	0	9	0	0	0	0	0	70	0	70	0	0	0	0	79
07:15 AM	0	10	0	10	0	0	1	1	0	66	0	66	0	0	0	0	77
07:30 AM	0	17	0	17	0	0	0	0	0	82	0	82	0	0	0	0	99
07:45 AM	0	19	0	19	0	0	2	2	0	42	2	44	0	0	0	0	65
Total	0	55	0	55	0	0	3	3	0	260	2	262	0	0	0	0	320
08:00 AM	0	13	0	13	0	0	1	1	0	47	0	47	0	0	0	0	61
08:15 AM	0	8	0	8	0	0	1	1	0	18	1	19	0	0	0	0	28
08:30 AM	0	11	0	11	0	0	4	4	0	25	1	26	0	0	0	0	41
08:45 AM	0	14	0	14	0	0	3	3	0	24	0	24	0	0	0	0	41
Total	0	46	0	46	0	0	9	9	0	114	2	116	0	0	0	0	171
Grand Total	0	101	0	101	0	0	12	12	0	374	4	378	0	0	0	0	491
Apprch %	0	100	0		0	0	100		0	98.9	1.1		0	0	0		
Total %	0	20.6	0	20.6	0	0	2.4	2.4	0	76.2	0.8	77	0	0	0	0	

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	9	0	9	0	0	0	0	0	70	0	70	0	0	0	0	79
07:15 AM	0	10	0	10	0	0	1	1	0	66	0	66	0	0	0	0	77
07:30 AM	0	17	0	17	0	0	0	0	0	82	0	82	0	0	0	0	99
07:45 AM	0	19	0	19	0	0	2	2	0	42	2	44	0	0	0	0	65
Total Volume	0	55	0	55	0	0	3	3	0	260	2	262	0	0	0	0	320
% App. Total	0	100	0		0	0	100		0	99.2	0.8		0	0	0		
PHF	.000	.724	.000	.724	.000	.000	.375	.375	.000	.793	.250	.799	.000	.000	.000	.000	.808

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry AM
 Site Code : 05118430
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	9	0	9	0	0	0	0	0	70	0	70	0	0	0	0
+15 mins.	0	10	0	10	0	0	1	1	0	66	0	66	0	0	0	0
+30 mins.	0	17	0	17	0	0	0	0	0	82	0	82	0	0	0	0
+45 mins.	0	19	0	19	0	0	2	2	0	42	2	44	0	0	0	0
Total Volume	0	55	0	55	0	0	3	3	0	260	2	262	0	0	0	0
% App. Total	0	100	0		0	0	100		0	99.2	0.8		0	0	0	
PHF	.000	.724	.000	.724	.000	.000	.375	.375	.000	.793	.250	.799	.000	.000	.000	.000

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry AM
 Site Code : 05118430
 Start Date : 5/24/2018
 Page No : 1

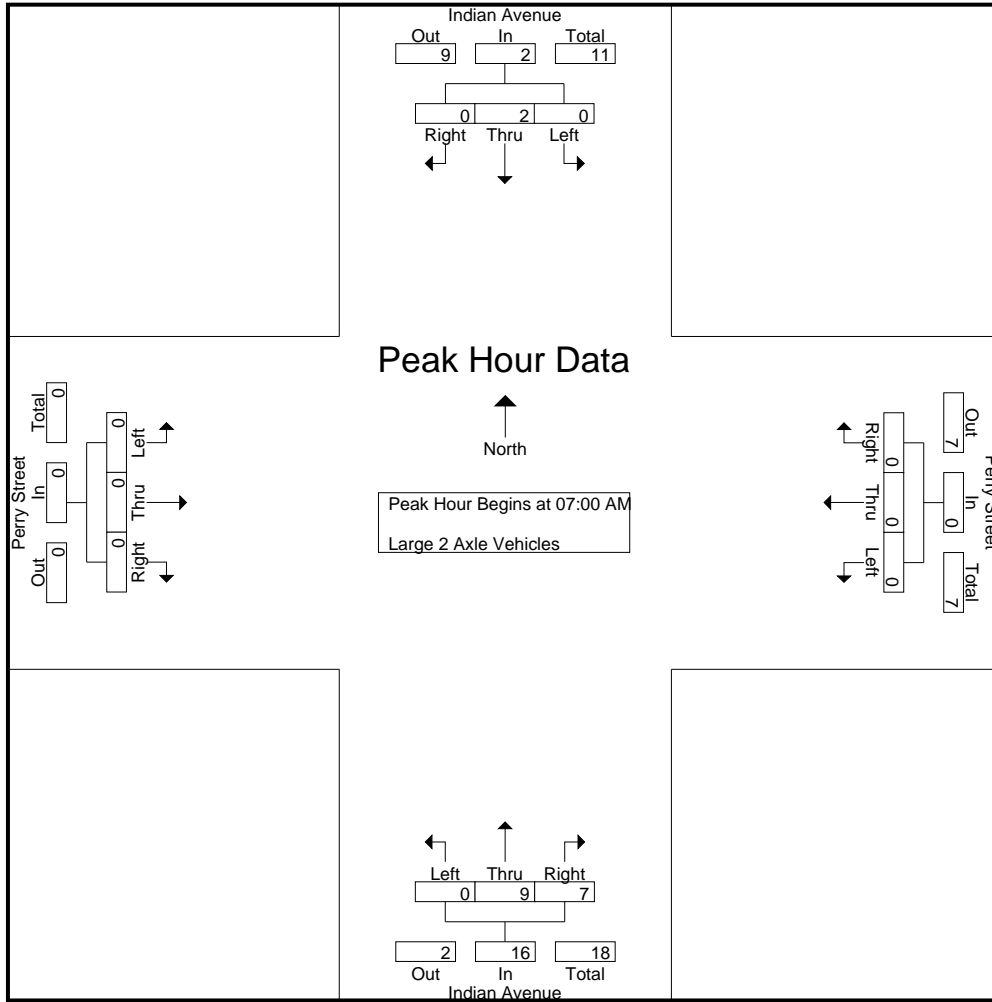
Groups Printed- Large 2 Axle Vehicles

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	4
07:15 AM	0	1	0	1	0	0	0	0	0	3	1	4	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	4
Total	0	2	0	2	0	0	0	0	0	9	7	16	0	0	0	0	18
08:00 AM	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
08:15 AM	0	2	0	2	0	0	0	0	0	1	2	3	0	0	0	0	5
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	5	0	5	0	0	0	0	0	3	4	7	0	0	0	0	12
Grand Total	0	7	0	7	0	0	0	0	0	12	11	23	0	0	0	0	30
Apprch %	0	100	0		0	0	0		0	52.2	47.8		0	0	0		
Total %	0	23.3	0	23.3	0	0	0	0	0	40	36.7	76.7	0	0	0	0	

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	4
07:15 AM	0	1	0	1	0	0	0	0	0	3	1	4	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	4
Total Volume	0	2	0	2	0	0	0	0	0	9	7	16	0	0	0	0	18
% App. Total	0	100	0		0	0	0		0	56.2	43.8		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.583	.800	.000	.000	.000	.000	.900

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry AM
 Site Code : 05118430
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	3	1	4	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	9	7	16	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	56.2	43.8		0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.583	.800	.000	.000	.000	.000

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry AM
 Site Code : 05118430
 Start Date : 5/24/2018
 Page No : 1

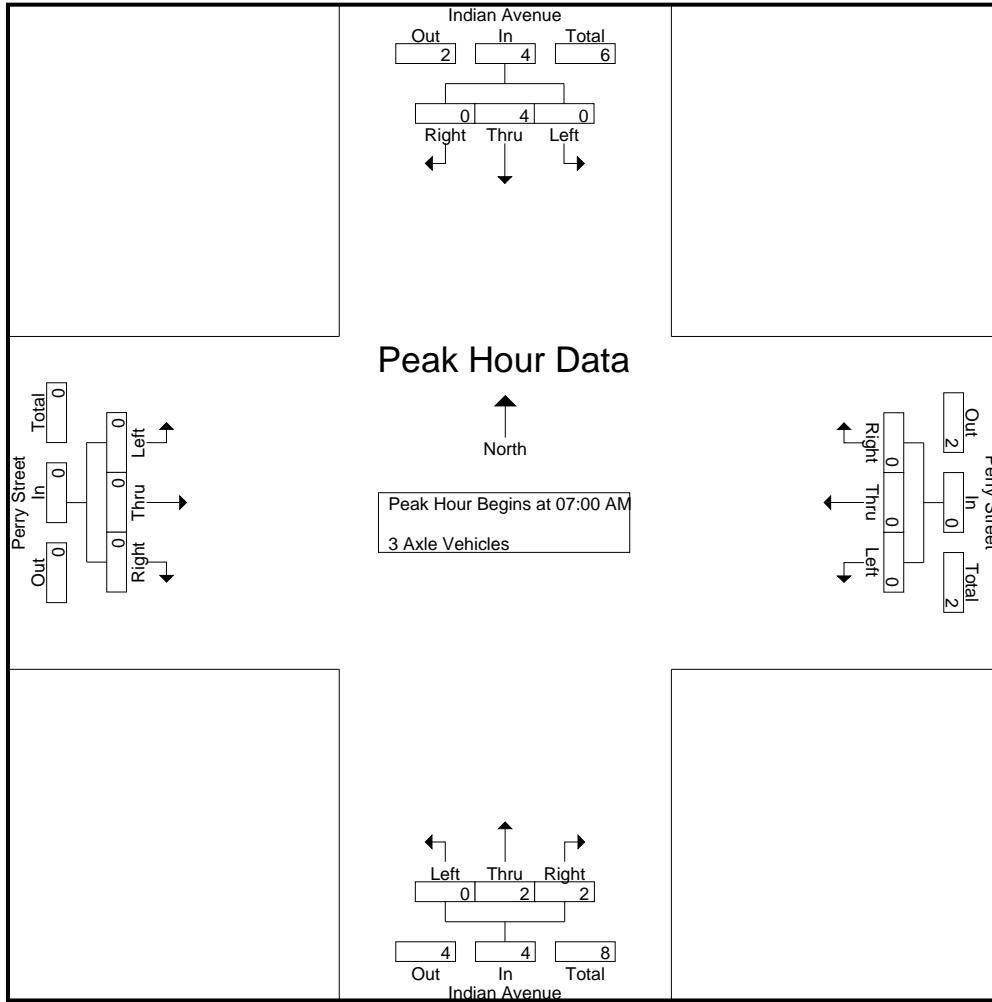
Groups Printed- 3 Axle Vehicles

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	2	2	4	0	0	0	0	8
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
Grand Total	0	6	0	6	0	0	0	0	0	2	3	5	0	0	0	0	11
Apprch %	0	100	0		0	0	0		0	40	60		0	0	0		
Total %	0	54.5	0	54.5	0	0	0	0	0	18.2	27.3	45.5	0	0	0	0	

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total Volume	0	4	0	4	0	0	0	0	0	2	2	4	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.500	.500	.000	.000	.000	.000	.667

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry AM
 Site Code : 05118430
 Start Date : 5/24/2018
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	2	2	4	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	50	50	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.500	.500	.000	.000	.000	.000

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry AM
 Site Code : 05118430
 Start Date : 5/24/2018
 Page No : 1

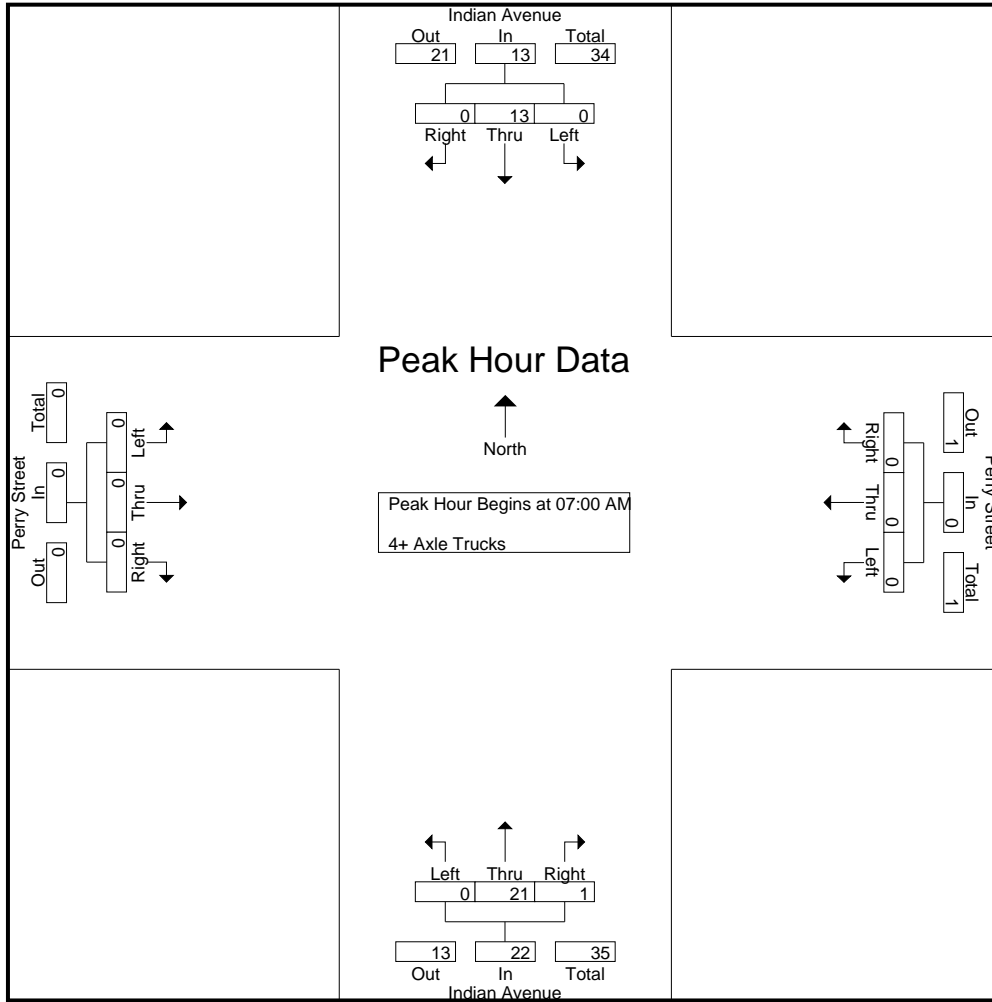
Groups Printed- 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	0	3	0	0	0	0	0	5	1	6	0	0	0	0	9
07:15 AM	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
07:30 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
07:45 AM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
Total	0	13	0	13	0	0	0	0	0	21	1	22	0	0	0	0	35
08:00 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:15 AM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
08:30 AM	0	8	0	8	0	0	0	0	0	3	1	4	0	0	0	0	12
08:45 AM	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0	11
Total	0	21	0	21	0	0	0	0	0	15	1	16	0	0	0	0	37
Grand Total	0	34	0	34	0	0	0	0	0	36	2	38	0	0	0	0	72
Apprch %	0	100	0		0	0	0		0	94.7	5.3		0	0	0		
Total %	0	47.2	0	47.2	0	0	0	0	0	50	2.8	52.8	0	0	0	0	

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	3	0	3	0	0	0	0	0	5	1	6	0	0	0	0	9
07:15 AM	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
07:30 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
07:45 AM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
Total Volume	0	13	0	13	0	0	0	0	0	21	1	22	0	0	0	0	35
% App. Total	0	100	0		0	0	0		0	95.5	4.5		0	0	0		
PHF	.000	.813	.000	.813	.000	.000	.000	.000	.000	.750	.250	.786	.000	.000	.000	.000	.972

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry AM
 Site Code : 05118430
 Start Date : 5/24/2018
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	3	0	3	0	0	0	0	0	5	1	6	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0
+30 mins.	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0
Total Volume	0	13	0	13	0	0	0	0	0	21	1	22	0	0	0	0
% App. Total	0	100	0		0	0	0	0	0	95.5	4.5		0	0	0	
PHF	.000	.813	.000	.813	.000	.000	.000	.000	.000	.750	.250	.786	.000	.000	.000	.000

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry PM
 Site Code : 05118430
 Start Date : 5/24/2018
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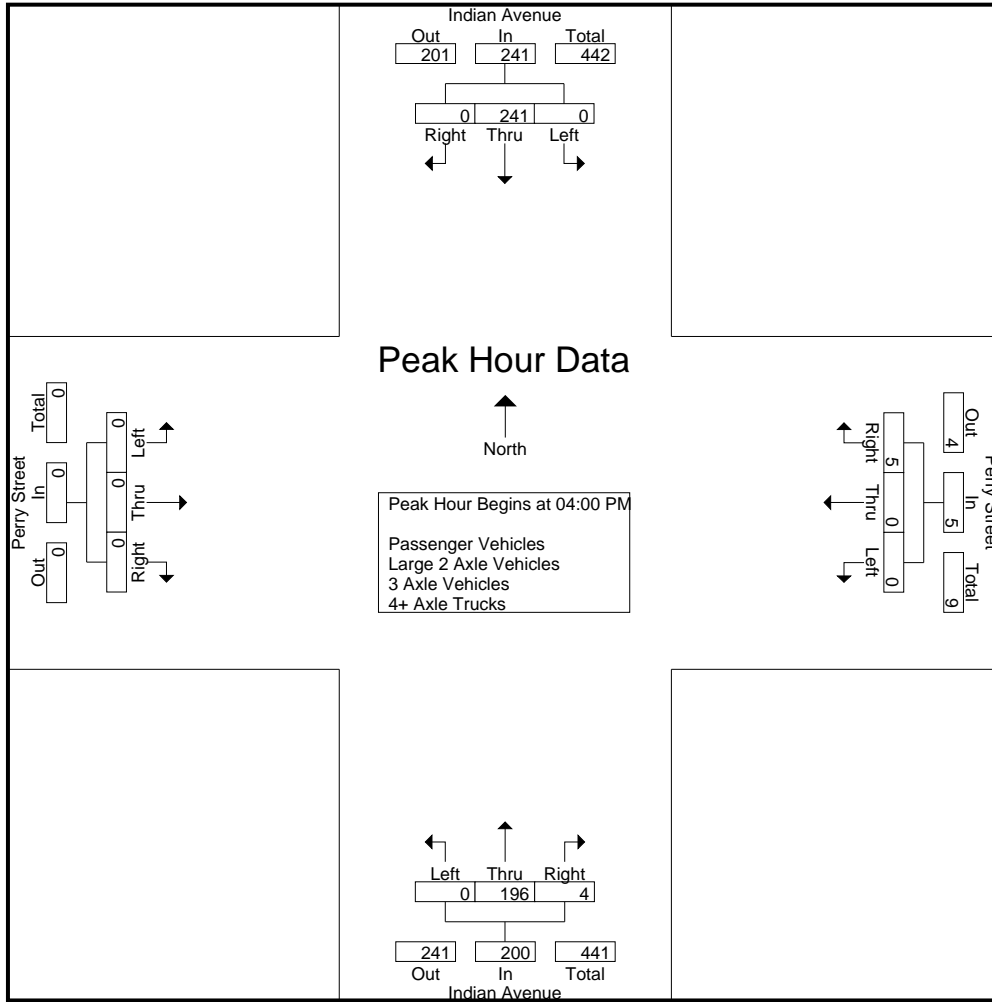
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	54	0	54	0	0	0	0	0	44	0	44	0	0	0	0	98
04:15 PM	0	68	0	68	0	0	0	0	0	41	0	41	0	0	0	0	109
04:30 PM	0	61	0	61	0	0	1	1	0	61	3	64	0	0	0	0	126
04:45 PM	0	58	0	58	0	0	4	4	0	50	1	51	0	0	0	0	113
Total	0	241	0	241	0	0	5	5	0	196	4	200	0	0	0	0	446
05:00 PM	0	63	0	63	0	0	2	2	0	29	2	31	0	0	0	0	96
05:15 PM	0	67	0	67	0	0	1	1	0	16	1	17	0	0	0	0	85
05:30 PM	0	77	0	77	0	0	1	1	0	31	0	31	0	0	0	0	109
05:45 PM	0	49	0	49	0	0	0	0	0	27	0	27	0	0	0	0	76
Total	0	256	0	256	0	0	4	4	0	103	3	106	0	0	0	0	366
Grand Total	0	497	0	497	0	0	9	9	0	299	7	306	0	0	0	0	812
Apprch %	0	100	0		0	0	100		0	97.7	2.3		0	0	0		
Total %	0	61.2	0	61.2	0	0	1.1	1.1	0	36.8	0.9	37.7	0	0	0	0	
Passenger Vehicles	0	450	0	450	0	0	8	8	0	242	4	246	0	0	0	0	704
% Passenger Vehicles	0	90.5	0	90.5	0	0	88.9	88.9	0	80.9	57.1	80.4	0	0	0	0	86.7
Large 2 Axle Vehicles	0	4	0	4	0	0	1	1	0	8	0	8	0	0	0	0	13
% Large 2 Axle Vehicles	0	0.8	0	0.8	0	0	11.1	11.1	0	2.7	0	2.6	0	0	0	0	1.6
3 Axle Vehicles	0	8	0	8	0	0	0	0	0	17	3	20	0	0	0	0	28
% 3 Axle Vehicles	0	1.6	0	1.6	0	0	0	0	0	5.7	42.9	6.5	0	0	0	0	3.4
4+ Axle Trucks	0	35	0	35	0	0	0	0	0	32	0	32	0	0	0	0	67
% 4+ Axle Trucks	0	7	0	7	0	0	0	0	0	10.7	0	10.5	0	0	0	0	8.3

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	54	0	54	0	0	0	0	0	44	0	44	0	0	0	0	98
04:15 PM	0	68	0	68	0	0	0	0	0	41	0	41	0	0	0	0	109
04:30 PM	0	61	0	61	0	0	1	1	0	61	3	64	0	0	0	0	126
04:45 PM	0	58	0	58	0	0	4	4	0	50	1	51	0	0	0	0	113
Total Volume	0	241	0	241	0	0	5	5	0	196	4	200	0	0	0	0	446
% App. Total	0	100	0		0	0	100		0	98	2		0	0	0		
PHF	.000	.886	.000	.886	.000	.000	.313	.313	.000	.803	.333	.781	.000	.000	.000	.000	.885

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry PM
 Site Code : 05118430
 Start Date : 5/24/2018
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	0	58	0	58	0	0	1	1	0	44	0	44	0	0	0	0
+15 mins.	0	63	0	63	0	0	4	4	0	41	0	41	0	0	0	0
+30 mins.	0	67	0	67	0	0	2	2	0	61	3	64	0	0	0	0
+45 mins.	0	77	0	77	0	0	1	1	0	50	1	51	0	0	0	0
Total Volume	0	265	0	265	0	0	8	8	0	196	4	200	0	0	0	0
% App. Total	0	100	0	100	0	0	100	100	0	98	2	100	0	0	0	0
PHF	.000	.860	.000	.860	.000	.000	.500	.500	.000	.803	.333	.781	.000	.000	.000	.000

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry PM
 Site Code : 05118430
 Start Date : 5/24/2018
 Page No : 1

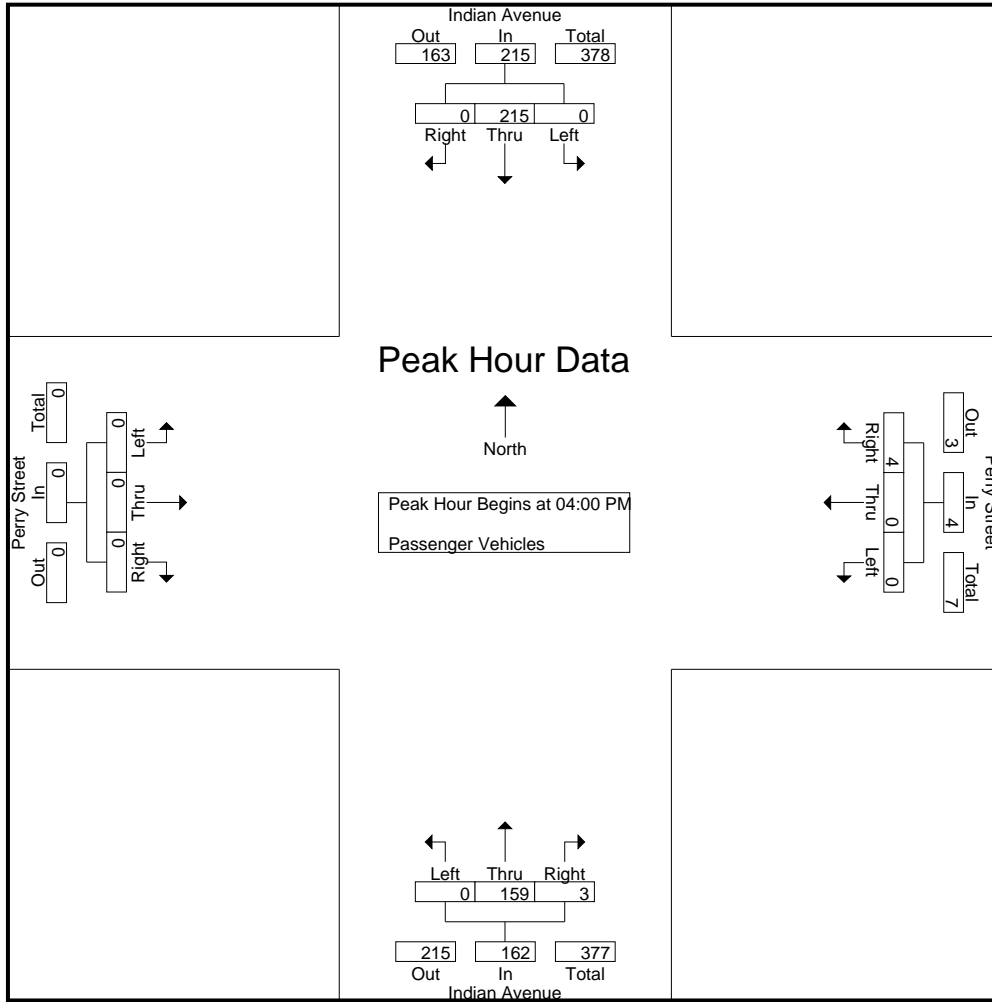
Groups Printed- Passenger Vehicles

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	47	0	47	0	0	0	0	0	38	0	38	0	0	0	0	85
04:15 PM	0	59	0	59	0	0	0	0	0	34	0	34	0	0	0	0	93
04:30 PM	0	56	0	56	0	0	1	1	0	51	3	54	0	0	0	0	111
04:45 PM	0	53	0	53	0	0	3	3	0	36	0	36	0	0	0	0	92
Total	0	215	0	215	0	0	4	4	0	159	3	162	0	0	0	0	381
05:00 PM	0	58	0	58	0	0	2	2	0	23	1	24	0	0	0	0	84
05:15 PM	0	60	0	60	0	0	1	1	0	16	0	16	0	0	0	0	77
05:30 PM	0	73	0	73	0	0	1	1	0	22	0	22	0	0	0	0	96
05:45 PM	0	44	0	44	0	0	0	0	0	22	0	22	0	0	0	0	66
Total	0	235	0	235	0	0	4	4	0	83	1	84	0	0	0	0	323
Grand Total	0	450	0	450	0	0	8	8	0	242	4	246	0	0	0	0	704
Apprch %	0	100	0		0	0	100		0	98.4	1.6		0	0	0		
Total %	0	63.9	0	63.9	0	0	1.1	1.1	0	34.4	0.6	34.9	0	0	0	0	

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	47	0	47	0	0	0	0	0	38	0	38	0	0	0	0	85
04:15 PM	0	59	0	59	0	0	0	0	0	34	0	34	0	0	0	0	93
04:30 PM	0	56	0	56	0	0	1	1	0	51	3	54	0	0	0	0	111
04:45 PM	0	53	0	53	0	0	3	3	0	36	0	36	0	0	0	0	92
Total Volume	0	215	0	215	0	0	4	4	0	159	3	162	0	0	0	0	381
% App. Total	0	100	0		0	0	100		0	98.1	1.9		0	0	0		
PHF	.000	.911	.000	.911	.000	.000	.333	.333	.000	.779	.250	.750	.000	.000	.000	.000	.858

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry PM
 Site Code : 05118430
 Start Date : 5/24/2018
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	47	0	47	0	0	0	0	0	38	0	38	0	0	0	0
+15 mins.	0	59	0	59	0	0	0	0	0	34	0	34	0	0	0	0
+30 mins.	0	56	0	56	0	0	1	1	0	51	3	54	0	0	0	0
+45 mins.	0	53	0	53	0	0	3	3	0	36	0	36	0	0	0	0
Total Volume	0	215	0	215	0	0	4	4	0	159	3	162	0	0	0	0
% App. Total	0	100	0		0	0	100		0	98.1	1.9		0	0	0	
PHF	.000	.911	.000	.911	.000	.000	.333	.333	.000	.779	.250	.750	.000	.000	.000	.000

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry PM
 Site Code : 05118430
 Start Date : 5/24/2018
 Page No : 1

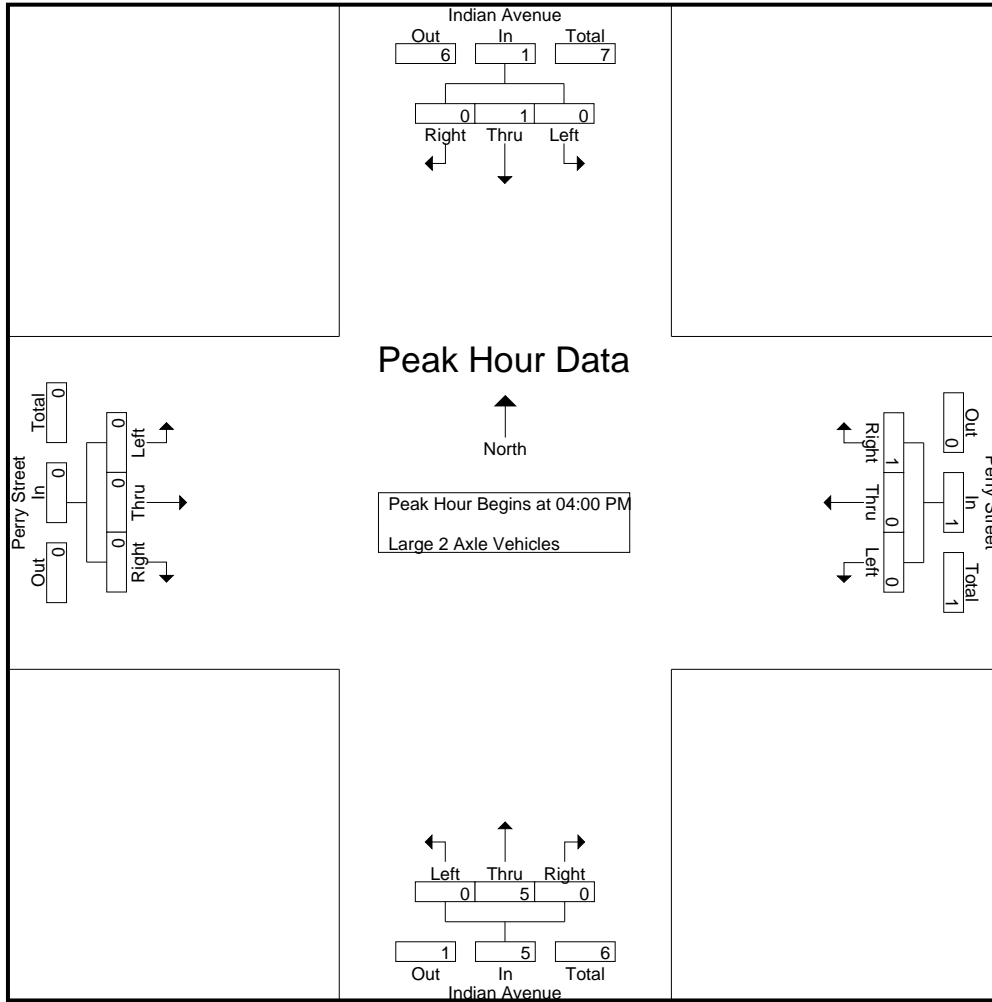
Groups Printed- Large 2 Axle Vehicles

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	0	0	1	1	0	5	0	5	0	0	0	0	7
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Grand Total	0	4	0	4	0	0	1	1	0	8	0	8	0	0	0	0	13
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	30.8	0	30.8	0	0	7.7	7.7	0	61.5	0	61.5	0	0	0	0	

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
Total Volume	0	1	0	1	0	0	1	1	0	5	0	5	0	0	0	0	7
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.000	.000	.583

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry PM
 Site Code : 05118430
 Start Date : 5/24/2018
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	1	1	0	5	0	5	0	0	0	0
% App. Total	0	100	0	0	0	0	100	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.000	.000

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry PM
 Site Code : 05118430
 Start Date : 5/24/2018
 Page No : 1

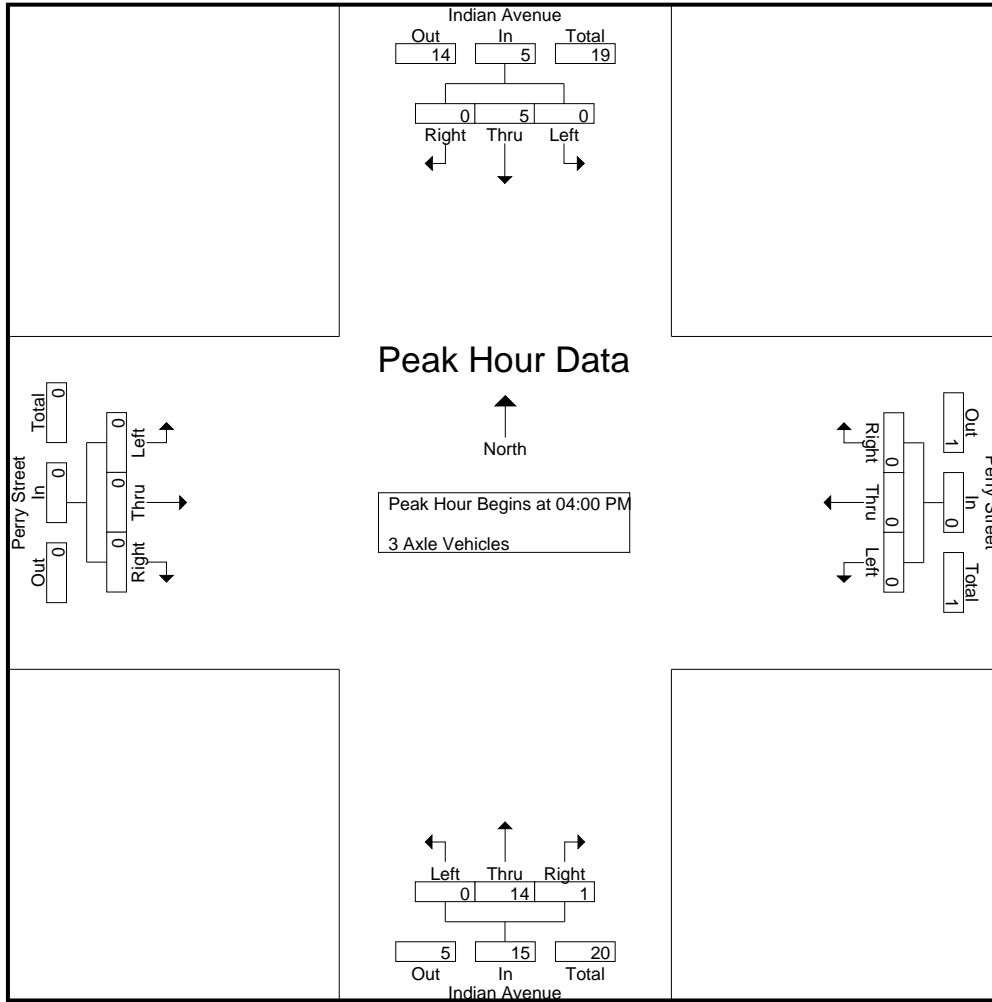
Groups Printed- 3 Axle Vehicles

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	7	1	8	0	0	0	0	8
Total	0	5	0	5	0	0	0	0	0	14	1	15	0	0	0	0	20
05:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
05:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	3	2	5	0	0	0	0	8
Grand Total	0	8	0	8	0	0	0	0	0	17	3	20	0	0	0	0	28
Apprch %	0	100	0		0	0	0		0	85	15		0	0	0		
Total %	0	28.6	0	28.6	0	0	0	0	0	60.7	10.7	71.4	0	0	0	0	

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	7	1	8	0	0	0	0	8
Total Volume	0	5	0	5	0	0	0	0	0	14	1	15	0	0	0	0	20
% App. Total	0	100	0		0	0	0		0	93.3	6.7		0	0	0		
PHF	.000	.313	.000	.313	.000	.000	.000	.000	.000	.500	.250	.469	.000	.000	.000	.000	.625

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry PM
 Site Code : 05118430
 Start Date : 5/24/2018
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	7	1	8	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	14	1	15	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	93.3	6.7	100	0	0	0	0
PHF	.000	.313	.000	.313	.000	.000	.000	.000	.000	.500	.250	.469	.000	.000	.000	.000

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry PM
 Site Code : 05118430
 Start Date : 5/24/2018
 Page No : 1

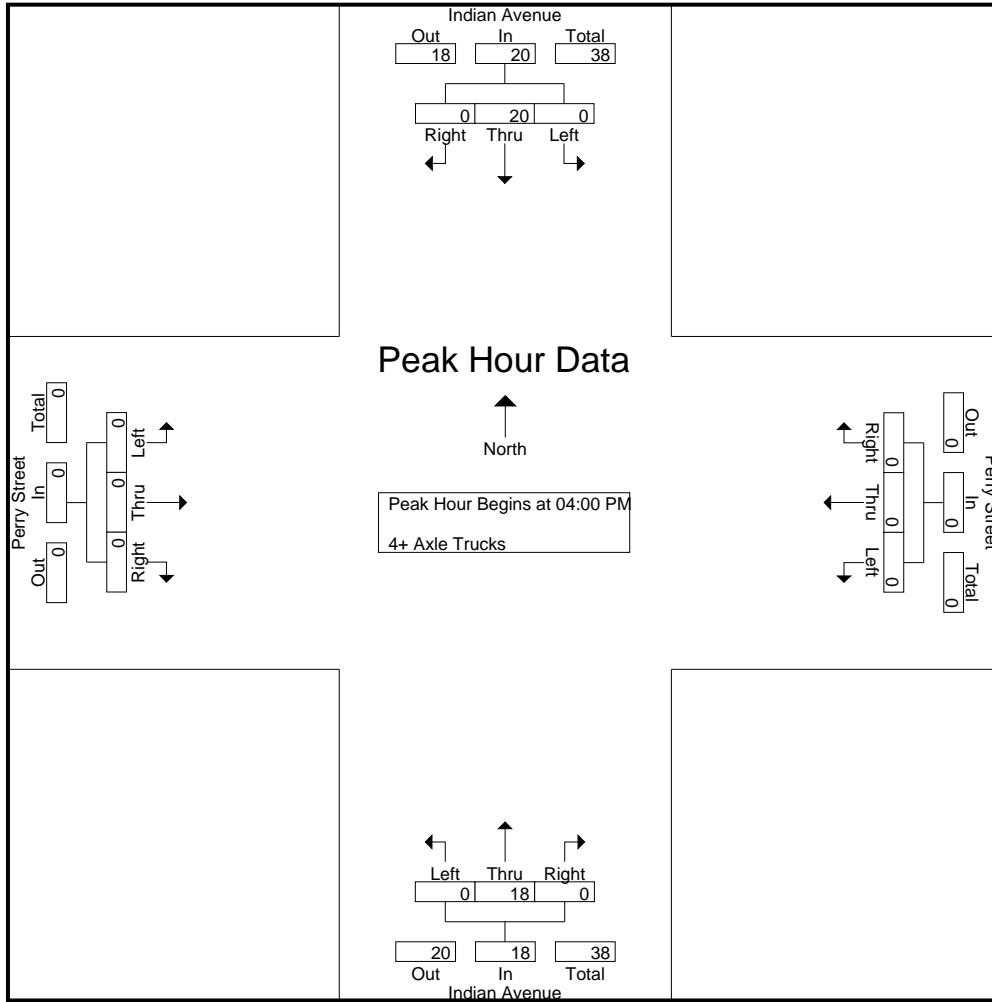
Groups Printed- 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
04:15 PM	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
04:30 PM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
04:45 PM	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11
Total	0	20	0	20	0	0	0	0	0	18	0	18	0	0	0	0	38
05:00 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
05:15 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
05:45 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
Total	0	15	0	15	0	0	0	0	0	14	0	14	0	0	0	0	29
Grand Total	0	35	0	35	0	0	0	0	0	32	0	32	0	0	0	0	67
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	52.2	0	52.2	0	0	0	0	0	47.8	0	47.8	0	0	0	0	

Start Time	Indian Avenue Southbound				Perry Street Westbound				Indian Avenue Northbound				Perry Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
04:15 PM	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
04:30 PM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
04:45 PM	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11
Total Volume	0	20	0	20	0	0	0	0	0	18	0	18	0	0	0	0	38
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.714	.000	.714	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.864

City of Perris
 N/S: Indian Avenue
 E/W: Perry Street
 Weather: Clear

File Name : 03_PER_Indian_Perry PM
 Site Code : 05118430
 Start Date : 5/24/2018
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0
Total Volume	0	20	0	20	0	0	0	0	0	18	0	18	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.714	.000	.714	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

Location: Perris
 N/S: Indian Avenue
 E/W: Perry Street



Date: 5/24/2018
 Day: Thursday

PEDESTRIANS

	North Leg Indian Avenue	East Leg Perry Street	South Leg Indian Avenue	West Leg Perry Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Indian Avenue	East Leg Perry Street	South Leg Indian Avenue	West Leg Perry Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Perris
 N/S: Indian Avenue
 E/W: Perry Street



Date: 5/24/2018
 Day: Thursday

BICYCLES

	Southbound Indian Avenue			Westbound Perry Street			Northbound Indian Avenue			Eastbound Perry Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Indian Avenue			Westbound Perry Street			Northbound Indian Avenue			Eastbound Perry Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

Appendix E

**Signal Warrant Work
Sheets for Option 1**

**Signal Warrant Work
Sheets- Existing
Condition**

Signal Warrants Report For Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	375	92	4
2	360	88	4
3	353	86	4
4	300	74	3
5	285	70	3
6	255	63	3
7	236	58	3
8	225	55	2
9	180	44	2
10	169	41	2
11	169	41	2
12	161	40	2
13	146	36	2
14	135	33	1
15	135	33	1
16	131	32	1
17	75	18	1
18	41	10	0
19	38	9	0
20	15	4	0
21	11	3	0
22	11	3	0
23	8	2	0
24	8	2	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	5	467	1	4	No	No	No	No	No	No	No	No	No	No
2	5	448	1	4	No	No	No	No	No	No	No	No	No	No
3	5	439	1	4	No	No	No	No	No	No	No	No	No	No
4	5	374	1	3	No	No	No	No	No	No	No	No	No	No
5	5	355	1	3	No	No	No	No	No	No	No	No	No	No
6	5	318	1	3	No	No	No	No	No	No	No	No	No	No
7	5	294	1	3	No	No	No	No	No	No	No	No	No	No
8	5	280	1	2	No	No	No	No	No	No	No	No	No	No
9	5	224	1	2	No	No	No	No	No	No	No	No	No	No
10	5	210	1	2	No	No	No	No	No	No	No	No	No	No
11	5	210	1	2	No	No	No	No	No	No	No	No	No	No
12	5	201	1	2	No	No	No	No	No	No	No	No	No	No
13	5	182	1	2	No	No	No	No	No	No	No	No	No	No
14	5	168	1	1	No	No	No	No	No	No	No	No	No	No
15	5	168	1	1	No	No	No	No	No	No	No	No	No	No
16	5	163	1	1	No	No	No	No	No	No	No	No	No	No
17	5	93	1	1	No	No	No	No	No	No	No	No	No	No
18	5	51	1	0	No	No	No	No	No	No	No	No	No	No
19	5	47	1	0	No	No	No	No	No	No	No	No	No	No
20	5	19	1	0	No	No	No	No	No	No	No	No	No	No
21	5	14	1	0	No	No	No	No	No	No	No	No	No	No
22	5	14	1	0	No	No	No	No	No	No	No	No	No	No
23	5	10	1	0	No	No	No	No	No	No	No	No	No	No
24	5	10	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	4
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	471
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	9	42	0
2	9	40	0
3	8	39	0
4	7	34	0
5	7	32	0
6	6	29	0
7	6	26	0
8	5	25	0
9	4	20	0
10	4	19	0
11	4	19	0
12	4	18	0
13	4	16	0
14	3	15	0
15	3	15	0
16	3	15	0
17	2	8	0
18	1	5	0
19	1	4	0
20	0	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	51	1	0	No	No	No	No	No	No	No	No	No	No
2	2	49	1	0	No	No	No	No	No	No	No	No	No	No
3	2	47	1	0	No	No	No	No	No	No	No	No	No	No
4	2	41	1	0	No	No	No	No	No	No	No	No	No	No
5	2	39	1	0	No	No	No	No	No	No	No	No	No	No
6	2	35	1	0	No	No	No	No	No	No	No	No	No	No
7	2	32	1	0	No	No	No	No	No	No	No	No	No	No
8	2	30	1	0	No	No	No	No	No	No	No	No	No	No
9	2	24	1	0	No	No	No	No	No	No	No	No	No	No
10	2	23	1	0	No	No	No	No	No	No	No	No	No	No
11	2	23	1	0	No	No	No	No	No	No	No	No	No	No
12	2	22	1	0	No	No	No	No	No	No	No	No	No	No
13	2	20	1	0	No	No	No	No	No	No	No	No	No	No
14	2	18	1	0	No	No	No	No	No	No	No	No	No	No
15	2	18	1	0	No	No	No	No	No	No	No	No	No	No
16	2	18	1	0	No	No	No	No	No	No	No	No	No	No
17	2	10	1	0	No	No	No	No	No	No	No	No	No	No
18	2	6	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	51
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	9	42	0
2	9	40	0
3	8	39	0
4	7	34	0
5	7	32	0
6	6	29	0
7	6	26	0
8	5	25	0
9	4	20	0
10	4	19	0
11	4	19	0
12	4	18	0
13	4	16	0
14	3	15	0
15	3	15	0
16	3	15	0
17	2	8	0
18	1	5	0
19	1	4	0
20	0	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	51	1	0	No	No	No	No	No	No	No	No	No	No
2	2	49	1	0	No	No	No	No	No	No	No	No	No	No
3	2	47	1	0	No	No	No	No	No	No	No	No	No	No
4	2	41	1	0	No	No	No	No	No	No	No	No	No	No
5	2	39	1	0	No	No	No	No	No	No	No	No	No	No
6	2	35	1	0	No	No	No	No	No	No	No	No	No	No
7	2	32	1	0	No	No	No	No	No	No	No	No	No	No
8	2	30	1	0	No	No	No	No	No	No	No	No	No	No
9	2	24	1	0	No	No	No	No	No	No	No	No	No	No
10	2	23	1	0	No	No	No	No	No	No	No	No	No	No
11	2	23	1	0	No	No	No	No	No	No	No	No	No	No
12	2	22	1	0	No	No	No	No	No	No	No	No	No	No
13	2	20	1	0	No	No	No	No	No	No	No	No	No	No
14	2	18	1	0	No	No	No	No	No	No	No	No	No	No
15	2	18	1	0	No	No	No	No	No	No	No	No	No	No
16	2	18	1	0	No	No	No	No	No	No	No	No	No	No
17	2	10	1	0	No	No	No	No	No	No	No	No	No	No
18	2	6	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	51
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	9	42	0
2	9	40	0
3	8	39	0
4	7	34	0
5	7	32	0
6	6	29	0
7	6	26	0
8	5	25	0
9	4	20	0
10	4	19	0
11	4	19	0
12	4	18	0
13	4	16	0
14	3	15	0
15	3	15	0
16	3	15	0
17	2	8	0
18	1	5	0
19	1	4	0
20	0	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	51	1	0	No	No	No	No	No	No	No	No	No	No
2	2	49	1	0	No	No	No	No	No	No	No	No	No	No
3	2	47	1	0	No	No	No	No	No	No	No	No	No	No
4	2	41	1	0	No	No	No	No	No	No	No	No	No	No
5	2	39	1	0	No	No	No	No	No	No	No	No	No	No
6	2	35	1	0	No	No	No	No	No	No	No	No	No	No
7	2	32	1	0	No	No	No	No	No	No	No	No	No	No
8	2	30	1	0	No	No	No	No	No	No	No	No	No	No
9	2	24	1	0	No	No	No	No	No	No	No	No	No	No
10	2	23	1	0	No	No	No	No	No	No	No	No	No	No
11	2	23	1	0	No	No	No	No	No	No	No	No	No	No
12	2	22	1	0	No	No	No	No	No	No	No	No	No	No
13	2	20	1	0	No	No	No	No	No	No	No	No	No	No
14	2	18	1	0	No	No	No	No	No	No	No	No	No	No
15	2	18	1	0	No	No	No	No	No	No	No	No	No	No
16	2	18	1	0	No	No	No	No	No	No	No	No	No	No
17	2	10	1	0	No	No	No	No	No	No	No	No	No	No
18	2	6	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	51
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	247	298	6
2	237	286	6
3	232	280	6
4	198	238	5
5	188	226	5
6	168	203	4
7	156	188	4
8	148	179	4
9	119	143	3
10	111	134	3
11	111	134	3
12	106	128	3
13	96	116	2
14	89	107	2
15	89	107	2
16	86	104	2
17	49	60	1
18	27	33	1
19	25	30	1
20	10	12	0
21	7	9	0
22	7	9	0
23	5	6	0
24	5	6	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	5	545	1	6	No	No	No	No	No	No	No	No	No	No
2	5	523	1	6	No	No	No	No	No	No	No	No	No	No
3	5	512	1	6	No	No	No	No	No	No	No	No	No	No
4	5	436	1	5	No	No	No	No	No	No	No	No	No	No
5	5	414	1	5	No	No	No	No	No	No	No	No	No	No
6	5	371	1	4	No	No	No	No	No	No	No	No	No	No
7	5	344	1	4	No	No	No	No	No	No	No	No	No	No
8	5	327	1	4	No	No	No	No	No	No	No	No	No	No
9	5	262	1	3	No	No	No	No	No	No	No	No	No	No
10	5	245	1	3	No	No	No	No	No	No	No	No	No	No
11	5	245	1	3	No	No	No	No	No	No	No	No	No	No
12	5	234	1	3	No	No	No	No	No	No	No	No	No	No
13	5	212	1	2	No	No	No	No	No	No	No	No	No	No
14	5	196	1	2	No	No	No	No	No	No	No	No	No	No
15	5	196	1	2	No	No	No	No	No	No	No	No	No	No
16	5	190	1	2	No	No	No	No	No	No	No	No	No	No
17	5	109	1	1	No	No	No	No	No	No	No	No	No	No
18	5	60	1	1	No	No	No	No	No	No	No	No	No	No
19	5	55	1	1	No	No	No	No	No	No	No	No	No	No
20	5	22	1	0	No	No	No	No	No	No	No	No	No	No
21	5	16	1	0	No	No	No	No	No	No	No	No	No	No
22	5	16	1	0	No	No	No	No	No	No	No	No	No	No
23	5	11	1	0	No	No	No	No	No	No	No	No	No	No
24	5	11	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	6
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	551
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	9	16	0
2	9	15	0
3	8	15	0
4	7	13	0
5	7	12	0
6	6	11	0
7	6	10	0
8	5	10	0
9	4	8	0
10	4	7	0
11	4	7	0
12	4	7	0
13	4	6	0
14	3	6	0
15	3	6	0
16	3	6	0
17	2	3	0
18	1	2	0
19	1	2	0
20	0	1	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	25	1	0	No	No	No	No	No	No	No	No	No	No
2	2	24	1	0	No	No	No	No	No	No	No	No	No	No
3	2	23	1	0	No	No	No	No	No	No	No	No	No	No
4	2	20	1	0	No	No	No	No	No	No	No	No	No	No
5	2	19	1	0	No	No	No	No	No	No	No	No	No	No
6	2	17	1	0	No	No	No	No	No	No	No	No	No	No
7	2	16	1	0	No	No	No	No	No	No	No	No	No	No
8	2	15	1	0	No	No	No	No	No	No	No	No	No	No
9	2	12	1	0	No	No	No	No	No	No	No	No	No	No
10	2	11	1	0	No	No	No	No	No	No	No	No	No	No
11	2	11	1	0	No	No	No	No	No	No	No	No	No	No
12	2	11	1	0	No	No	No	No	No	No	No	No	No	No
13	2	10	1	0	No	No	No	No	No	No	No	No	No	No
14	2	9	1	0	No	No	No	No	No	No	No	No	No	No
15	2	9	1	0	No	No	No	No	No	No	No	No	No	No
16	2	9	1	0	No	No	No	No	No	No	No	No	No	No
17	2	5	1	0	No	No	No	No	No	No	No	No	No	No
18	2	3	1	0	No	No	No	No	No	No	No	No	No	No
19	2	3	1	0	No	No	No	No	No	No	No	No	No	No
20	2	1	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	25
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	16	16	0
2	15	15	0
3	15	15	0
4	13	13	0
5	12	12	0
6	11	11	0
7	10	10	0
8	10	10	0
9	8	8	0
10	7	7	0
11	7	7	0
12	7	7	0
13	6	6	0
14	6	6	0
15	6	6	0
16	6	6	0
17	3	3	0
18	2	2	0
19	2	2	0
20	1	1	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	32	1	0	No	No	No	No	No	No	No	No	No	No
2	2	30	1	0	No	No	No	No	No	No	No	No	No	No
3	2	30	1	0	No	No	No	No	No	No	No	No	No	No
4	2	26	1	0	No	No	No	No	No	No	No	No	No	No
5	2	24	1	0	No	No	No	No	No	No	No	No	No	No
6	2	22	1	0	No	No	No	No	No	No	No	No	No	No
7	2	20	1	0	No	No	No	No	No	No	No	No	No	No
8	2	20	1	0	No	No	No	No	No	No	No	No	No	No
9	2	16	1	0	No	No	No	No	No	No	No	No	No	No
10	2	14	1	0	No	No	No	No	No	No	No	No	No	No
11	2	14	1	0	No	No	No	No	No	No	No	No	No	No
12	2	14	1	0	No	No	No	No	No	No	No	No	No	No
13	2	12	1	0	No	No	No	No	No	No	No	No	No	No
14	2	12	1	0	No	No	No	No	No	No	No	No	No	No
15	2	12	1	0	No	No	No	No	No	No	No	No	No	No
16	2	12	1	0	No	No	No	No	No	No	No	No	No	No
17	2	6	1	0	No	No	No	No	No	No	No	No	No	No
18	2	4	1	0	No	No	No	No	No	No	No	No	No	No
19	2	4	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	32
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	16	16	0
2	15	15	0
3	15	15	0
4	13	13	0
5	12	12	0
6	11	11	0
7	10	10	0
8	10	10	0
9	8	8	0
10	7	7	0
11	7	7	0
12	7	7	0
13	6	6	0
14	6	6	0
15	6	6	0
16	6	6	0
17	3	3	0
18	2	2	0
19	2	2	0
20	1	1	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	32	1	0	No	No	No	No	No	No	No	No	No	No
2	2	30	1	0	No	No	No	No	No	No	No	No	No	No
3	2	30	1	0	No	No	No	No	No	No	No	No	No	No
4	2	26	1	0	No	No	No	No	No	No	No	No	No	No
5	2	24	1	0	No	No	No	No	No	No	No	No	No	No
6	2	22	1	0	No	No	No	No	No	No	No	No	No	No
7	2	20	1	0	No	No	No	No	No	No	No	No	No	No
8	2	20	1	0	No	No	No	No	No	No	No	No	No	No
9	2	16	1	0	No	No	No	No	No	No	No	No	No	No
10	2	14	1	0	No	No	No	No	No	No	No	No	No	No
11	2	14	1	0	No	No	No	No	No	No	No	No	No	No
12	2	14	1	0	No	No	No	No	No	No	No	No	No	No
13	2	12	1	0	No	No	No	No	No	No	No	No	No	No
14	2	12	1	0	No	No	No	No	No	No	No	No	No	No
15	2	12	1	0	No	No	No	No	No	No	No	No	No	No
16	2	12	1	0	No	No	No	No	No	No	No	No	No	No
17	2	6	1	0	No	No	No	No	No	No	No	No	No	No
18	2	4	1	0	No	No	No	No	No	No	No	No	No	No
19	2	4	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	32
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

**Signal Warrant Work
Sheets- Existing Plus
Project Condition**

Signal Warrants Report For Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	381	92	6
2	366	88	6
3	358	86	6
4	305	74	5
5	290	70	5
6	259	63	4
7	240	58	4
8	229	55	4
9	183	44	3
10	171	41	3
11	171	41	3
12	164	40	3
13	149	36	2
14	137	33	2
15	137	33	2
16	133	32	2
17	76	18	1
18	42	10	1
19	38	9	1
20	15	4	0
21	11	3	0
22	11	3	0
23	8	2	0
24	8	2	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	5	473	1	6	No	No	No	No	No	No	No	No	No	No
2	5	454	1	6	No	No	No	No	No	No	No	No	No	No
3	5	444	1	6	No	No	No	No	No	No	No	No	No	No
4	5	379	1	5	No	No	No	No	No	No	No	No	No	No
5	5	360	1	5	No	No	No	No	No	No	No	No	No	No
6	5	322	1	4	No	No	No	No	No	No	No	No	No	No
7	5	298	1	4	No	No	No	No	No	No	No	No	No	No
8	5	284	1	4	No	No	No	No	No	No	No	No	No	No
9	5	227	1	3	No	No	No	No	No	No	No	No	No	No
10	5	212	1	3	No	No	No	No	No	No	No	No	No	No
11	5	212	1	3	No	No	No	No	No	No	No	No	No	No
12	5	204	1	3	No	No	No	No	No	No	No	No	No	No
13	5	185	1	2	No	No	No	No	No	No	No	No	No	No
14	5	170	1	2	No	No	No	No	No	No	No	No	No	No
15	5	170	1	2	No	No	No	No	No	No	No	No	No	No
16	5	165	1	2	No	No	No	No	No	No	No	No	No	No
17	5	94	1	1	No	No	No	No	No	No	No	No	No	No
18	5	52	1	1	No	No	No	No	No	No	No	No	No	No
19	5	47	1	1	No	No	No	No	No	No	No	No	No	No
20	5	19	1	0	No	No	No	No	No	No	No	No	No	No
21	5	14	1	0	No	No	No	No	No	No	No	No	No	No
22	5	14	1	0	No	No	No	No	No	No	No	No	No	No
23	5	10	1	0	No	No	No	No	No	No	No	No	No	No
24	5	10	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	6
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	479
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	20	48	3
2	19	46	3
3	19	45	3
4	16	38	2
5	15	36	2
6	14	33	2
7	13	30	2
8	12	29	2
9	10	23	1
10	9	22	1
11	9	22	1
12	9	21	1
13	8	19	1
14	7	17	1
15	7	17	1
16	7	17	1
17	4	10	1
18	2	5	0
19	2	5	0
20	1	2	0
21	1	1	0
22	1	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	68	1	3	No	No	No	No	No	No	No	No	No	No
2	2	65	1	3	No	No	No	No	No	No	No	No	No	No
3	2	64	1	3	No	No	No	No	No	No	No	No	No	No
4	2	54	1	2	No	No	No	No	No	No	No	No	No	No
5	2	51	1	2	No	No	No	No	No	No	No	No	No	No
6	2	47	1	2	No	No	No	No	No	No	No	No	No	No
7	2	43	1	2	No	No	No	No	No	No	No	No	No	No
8	2	41	1	2	No	No	No	No	No	No	No	No	No	No
9	2	33	1	1	No	No	No	No	No	No	No	No	No	No
10	2	31	1	1	No	No	No	No	No	No	No	No	No	No
11	2	31	1	1	No	No	No	No	No	No	No	No	No	No
12	2	30	1	1	No	No	No	No	No	No	No	No	No	No
13	2	27	1	1	No	No	No	No	No	No	No	No	No	No
14	2	24	1	1	No	No	No	No	No	No	No	No	No	No
15	2	24	1	1	No	No	No	No	No	No	No	No	No	No
16	2	24	1	1	No	No	No	No	No	No	No	No	No	No
17	2	14	1	1	No	No	No	No	No	No	No	No	No	No
18	2	7	1	0	No	No	No	No	No	No	No	No	No	No
19	2	7	1	0	No	No	No	No	No	No	No	No	No	No
20	2	3	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	71
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	19	50	1
2	18	48	1
3	18	47	1
4	15	40	1
5	14	38	1
6	13	34	1
7	12	32	1
8	11	30	1
9	9	24	0
10	9	23	0
11	9	23	0
12	8	22	0
13	7	20	0
14	7	18	0
15	7	18	0
16	7	18	0
17	4	10	0
18	2	6	0
19	2	5	0
20	1	2	0
21	1	2	0
22	1	2	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	69	1	1	No	No	No	No	No	No	No	No	No	No
2	2	66	1	1	No	No	No	No	No	No	No	No	No	No
3	2	65	1	1	No	No	No	No	No	No	No	No	No	No
4	2	55	1	1	No	No	No	No	No	No	No	No	No	No
5	2	52	1	1	No	No	No	No	No	No	No	No	No	No
6	2	47	1	1	No	No	No	No	No	No	No	No	No	No
7	2	44	1	1	No	No	No	No	No	No	No	No	No	No
8	2	41	1	1	No	No	No	No	No	No	No	No	No	No
9	2	33	1	0	No	No	No	No	No	No	No	No	No	No
10	2	32	1	0	No	No	No	No	No	No	No	No	No	No
11	2	32	1	0	No	No	No	No	No	No	No	No	No	No
12	2	30	1	0	No	No	No	No	No	No	No	No	No	No
13	2	27	1	0	No	No	No	No	No	No	No	No	No	No
14	2	25	1	0	No	No	No	No	No	No	No	No	No	No
15	2	25	1	0	No	No	No	No	No	No	No	No	No	No
16	2	25	1	0	No	No	No	No	No	No	No	No	No	No
17	2	14	1	0	No	No	No	No	No	No	No	No	No	No
18	2	8	1	0	No	No	No	No	No	No	No	No	No	No
19	2	7	1	0	No	No	No	No	No	No	No	No	No	No
20	2	3	1	0	No	No	No	No	No	No	No	No	No	No
21	2	3	1	0	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	1
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	70
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	29	44	4
2	28	42	4
3	27	41	4
4	23	35	3
5	22	33	3
6	20	30	3
7	18	28	3
8	17	26	2
9	14	21	2
10	13	20	2
11	13	20	2
12	12	19	2
13	11	17	2
14	10	16	1
15	10	16	1
16	10	15	1
17	6	9	1
18	3	5	0
19	3	4	0
20	1	2	0
21	1	1	0
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	73	1	4	No	No	No	No	No	No	No	No	No	No
2	2	70	1	4	No	No	No	No	No	No	No	No	No	No
3	2	68	1	4	No	No	No	No	No	No	No	No	No	No
4	2	58	1	3	No	No	No	No	No	No	No	No	No	No
5	2	55	1	3	No	No	No	No	No	No	No	No	No	No
6	2	50	1	3	No	No	No	No	No	No	No	No	No	No
7	2	46	1	3	No	No	No	No	No	No	No	No	No	No
8	2	43	1	2	No	No	No	No	No	No	No	No	No	No
9	2	35	1	2	No	No	No	No	No	No	No	No	No	No
10	2	33	1	2	No	No	No	No	No	No	No	No	No	No
11	2	33	1	2	No	No	No	No	No	No	No	No	No	No
12	2	31	1	2	No	No	No	No	No	No	No	No	No	No
13	2	28	1	2	No	No	No	No	No	No	No	No	No	No
14	2	26	1	1	No	No	No	No	No	No	No	No	No	No
15	2	26	1	1	No	No	No	No	No	No	No	No	No	No
16	2	25	1	1	No	No	No	No	No	No	No	No	No	No
17	2	15	1	1	No	No	No	No	No	No	No	No	No	No
18	2	8	1	0	No	No	No	No	No	No	No	No	No	No
19	2	7	1	0	No	No	No	No	No	No	No	No	No	No
20	2	3	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	2	1	0	No	No	No	No	No	No	No	No	No	No
24	2	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	4
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	77
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	249	298	12
2	239	286	12
3	234	280	11
4	199	238	10
5	189	226	9
6	169	203	8
7	157	188	8
8	149	179	7
9	120	143	6
10	112	134	5
11	112	134	5
12	107	128	5
13	97	116	5
14	90	107	4
15	90	107	4
16	87	104	4
17	50	60	2
18	27	33	1
19	25	30	1
20	10	12	0
21	7	9	0
22	7	9	0
23	5	6	0
24	5	6	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	5	547	1	12	No	No	No	No	No	No	No	No	No	No
2	5	525	1	12	No	No	No	No	No	No	No	No	No	No
3	5	514	1	11	No	No	No	No	No	No	No	No	No	No
4	5	437	1	10	No	No	No	No	No	No	No	No	No	No
5	5	415	1	9	No	No	No	No	No	No	No	No	No	No
6	5	372	1	8	No	No	No	No	No	No	No	No	No	No
7	5	345	1	8	No	No	No	No	No	No	No	No	No	No
8	5	328	1	7	No	No	No	No	No	No	No	No	No	No
9	5	263	1	6	No	No	No	No	No	No	No	No	No	No
10	5	246	1	5	No	No	No	No	No	No	No	No	No	No
11	5	246	1	5	No	No	No	No	No	No	No	No	No	No
12	5	235	1	5	No	No	No	No	No	No	No	No	No	No
13	5	213	1	5	No	No	No	No	No	No	No	No	No	No
14	5	197	1	4	No	No	No	No	No	No	No	No	No	No
15	5	197	1	4	No	No	No	No	No	No	No	No	No	No
16	5	191	1	4	No	No	No	No	No	No	No	No	No	No
17	5	110	1	2	No	No	No	No	No	No	No	No	No	No
18	5	60	1	1	No	No	No	No	No	No	No	No	No	No
19	5	55	1	1	No	No	No	No	No	No	No	No	No	No
20	5	22	1	0	No	No	No	No	No	No	No	No	No	No
21	5	16	1	0	No	No	No	No	No	No	No	No	No	No
22	5	16	1	0	No	No	No	No	No	No	No	No	No	No
23	5	11	1	0	No	No	No	No	No	No	No	No	No	No
24	5	11	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	12
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	559
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	16	18	10
2	15	17	10
3	15	17	9
4	13	14	8
5	12	14	8
6	11	12	7
7	10	11	6
8	10	11	6
9	8	9	5
10	7	8	5
11	7	8	5
12	7	8	4
13	6	7	4
14	6	6	4
15	6	6	4
16	6	6	4
17	3	4	2
18	2	2	1
19	2	2	1
20	1	1	0
21	0	1	0
22	0	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	34	1	10	No	No	No	No	No	No	No	No	No	No
2	2	32	1	10	No	No	No	No	No	No	No	No	No	No
3	2	32	1	9	No	No	No	No	No	No	No	No	No	No
4	2	27	1	8	No	No	No	No	No	No	No	No	No	No
5	2	26	1	8	No	No	No	No	No	No	No	No	No	No
6	2	23	1	7	No	No	No	No	No	No	No	No	No	No
7	2	21	1	6	No	No	No	No	No	No	No	No	No	No
8	2	21	1	6	No	No	No	No	No	No	No	No	No	No
9	2	17	1	5	No	No	No	No	No	No	No	No	No	No
10	2	15	1	5	No	No	No	No	No	No	No	No	No	No
11	2	15	1	5	No	No	No	No	No	No	No	No	No	No
12	2	15	1	4	No	No	No	No	No	No	No	No	No	No
13	2	13	1	4	No	No	No	No	No	No	No	No	No	No
14	2	12	1	4	No	No	No	No	No	No	No	No	No	No
15	2	12	1	4	No	No	No	No	No	No	No	No	No	No
16	2	12	1	4	No	No	No	No	No	No	No	No	No	No
17	2	7	1	2	No	No	No	No	No	No	No	No	No	No
18	2	4	1	1	No	No	No	No	No	No	No	No	No	No
19	2	4	1	1	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	10
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	44
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	20	25	3
2	19	24	3
3	19	24	3
4	16	20	2
5	15	19	2
6	14	17	2
7	13	16	2
8	12	15	2
9	10	12	1
10	9	11	1
11	9	11	1
12	9	11	1
13	8	10	1
14	7	9	1
15	7	9	1
16	7	9	1
17	4	5	1
18	2	3	0
19	2	3	0
20	1	1	0
21	1	1	0
22	1	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	45	1	3	No	No	No	No	No	No	No	No	No	No
2	2	43	1	3	No	No	No	No	No	No	No	No	No	No
3	2	43	1	3	No	No	No	No	No	No	No	No	No	No
4	2	36	1	2	No	No	No	No	No	No	No	No	No	No
5	2	34	1	2	No	No	No	No	No	No	No	No	No	No
6	2	31	1	2	No	No	No	No	No	No	No	No	No	No
7	2	29	1	2	No	No	No	No	No	No	No	No	No	No
8	2	27	1	2	No	No	No	No	No	No	No	No	No	No
9	2	22	1	1	No	No	No	No	No	No	No	No	No	No
10	2	20	1	1	No	No	No	No	No	No	No	No	No	No
11	2	20	1	1	No	No	No	No	No	No	No	No	No	No
12	2	20	1	1	No	No	No	No	No	No	No	No	No	No
13	2	18	1	1	No	No	No	No	No	No	No	No	No	No
14	2	16	1	1	No	No	No	No	No	No	No	No	No	No
15	2	16	1	1	No	No	No	No	No	No	No	No	No	No
16	2	16	1	1	No	No	No	No	No	No	No	No	No	No
17	2	9	1	1	No	No	No	No	No	No	No	No	No	No
18	2	5	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	48
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	24	23	14
2	23	22	13
3	23	22	13
4	19	18	11
5	18	17	11
6	16	16	10
7	15	14	9
8	14	14	8
9	12	11	7
10	11	10	6
11	11	10	6
12	10	10	6
13	9	9	5
14	9	8	5
15	9	8	5
16	8	8	5
17	5	5	3
18	3	3	2
19	2	2	1
20	1	1	1
21	1	1	0
22	1	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	47	1	14	No	No	No	No	No	No	No	No	No	No
2	2	45	1	13	No	No	No	No	No	No	No	No	No	No
3	2	45	1	13	No	No	No	No	No	No	No	No	No	No
4	2	37	1	11	No	No	No	No	No	No	No	No	No	No
5	2	35	1	11	No	No	No	No	No	No	No	No	No	No
6	2	32	1	10	No	No	No	No	No	No	No	No	No	No
7	2	29	1	9	No	No	No	No	No	No	No	No	No	No
8	2	28	1	8	No	No	No	No	No	No	No	No	No	No
9	2	23	1	7	No	No	No	No	No	No	No	No	No	No
10	2	21	1	6	No	No	No	No	No	No	No	No	No	No
11	2	21	1	6	No	No	No	No	No	No	No	No	No	No
12	2	20	1	6	No	No	No	No	No	No	No	No	No	No
13	2	18	1	5	No	No	No	No	No	No	No	No	No	No
14	2	17	1	5	No	No	No	No	No	No	No	No	No	No
15	2	17	1	5	No	No	No	No	No	No	No	No	No	No
16	2	16	1	5	No	No	No	No	No	No	No	No	No	No
17	2	10	1	3	No	No	No	No	No	No	No	No	No	No
18	2	6	1	2	No	No	No	No	No	No	No	No	No	No
19	2	4	1	1	No	No	No	No	No	No	No	No	No	No
20	2	2	1	1	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	14
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	61
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

**Signal Warrant Work
Sheets- Existing Plus
Ambient Growth Plus
Cumulative Condition**

Signal Warrants Report For Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	777	325	4
2	746	312	4
3	730	306	4
4	622	260	3
5	591	247	3
6	528	221	3
7	490	205	3
8	466	195	2
9	373	156	2
10	350	146	2
11	350	146	2
12	334	140	2
13	303	127	2
14	280	117	1
15	280	117	1
16	272	114	1
17	155	65	1
18	85	36	0
19	78	33	0
20	31	13	0
21	23	10	0
22	23	10	0
23	16	7	0
24	16	7	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	5	1102	1	4	No	No	No	No	No	No	No	No	No	No
2	5	1058	1	4	No	No	No	No	No	No	No	No	No	No
3	5	1036	1	4	No	No	No	No	No	No	No	No	No	No
4	5	882	1	3	No	No	No	No	No	No	No	No	No	No
5	5	838	1	3	No	No	No	No	No	No	No	No	No	No
6	5	749	1	3	No	No	No	No	No	No	No	No	No	No
7	5	695	1	3	No	No	No	No	No	No	No	No	No	No
8	5	661	1	2	No	No	No	No	No	No	No	No	No	No
9	5	529	1	2	No	No	No	No	No	No	No	No	No	No
10	5	496	1	2	No	No	No	No	No	No	No	No	No	No
11	5	496	1	2	No	No	No	No	No	No	No	No	No	No
12	5	474	1	2	No	No	No	No	No	No	No	No	No	No
13	5	430	1	2	No	No	No	No	No	No	No	No	No	No
14	5	397	1	1	No	No	No	No	No	No	No	No	No	No
15	5	397	1	1	No	No	No	No	No	No	No	No	No	No
16	5	386	1	1	No	No	No	No	No	No	No	No	No	No
17	5	220	1	1	No	No	No	No	No	No	No	No	No	No
18	5	121	1	0	No	No	No	No	No	No	No	No	No	No
19	5	111	1	0	No	No	No	No	No	No	No	No	No	No
20	5	44	1	0	No	No	No	No	No	No	No	No	No	No
21	5	33	1	0	No	No	No	No	No	No	No	No	No	No
22	5	33	1	0	No	No	No	No	No	No	No	No	No	No
23	5	23	1	0	No	No	No	No	No	No	No	No	No	No
24	5	23	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	4
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1106
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	10	43	0
2	10	41	0
3	9	40	0
4	8	34	0
5	8	33	0
6	7	29	0
7	6	27	0
8	6	26	0
9	5	21	0
10	5	19	0
11	5	19	0
12	4	18	0
13	4	17	0
14	4	15	0
15	4	15	0
16	4	15	0
17	2	9	0
18	1	5	0
19	1	4	0
20	0	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	53	1	0	No	No	No	No	No	No	No	No	No	No
2	2	51	1	0	No	No	No	No	No	No	No	No	No	No
3	2	49	1	0	No	No	No	No	No	No	No	No	No	No
4	2	42	1	0	No	No	No	No	No	No	No	No	No	No
5	2	41	1	0	No	No	No	No	No	No	No	No	No	No
6	2	36	1	0	No	No	No	No	No	No	No	No	No	No
7	2	33	1	0	No	No	No	No	No	No	No	No	No	No
8	2	32	1	0	No	No	No	No	No	No	No	No	No	No
9	2	26	1	0	No	No	No	No	No	No	No	No	No	No
10	2	24	1	0	No	No	No	No	No	No	No	No	No	No
11	2	24	1	0	No	No	No	No	No	No	No	No	No	No
12	2	22	1	0	No	No	No	No	No	No	No	No	No	No
13	2	21	1	0	No	No	No	No	No	No	No	No	No	No
14	2	19	1	0	No	No	No	No	No	No	No	No	No	No
15	2	19	1	0	No	No	No	No	No	No	No	No	No	No
16	2	19	1	0	No	No	No	No	No	No	No	No	No	No
17	2	11	1	0	No	No	No	No	No	No	No	No	No	No
18	2	6	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	53
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	10	43	0
2	10	41	0
3	9	40	0
4	8	34	0
5	8	33	0
6	7	29	0
7	6	27	0
8	6	26	0
9	5	21	0
10	5	19	0
11	5	19	0
12	4	18	0
13	4	17	0
14	4	15	0
15	4	15	0
16	4	15	0
17	2	9	0
18	1	5	0
19	1	4	0
20	0	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	53	1	0	No	No	No	No	No	No	No	No	No	No
2	2	51	1	0	No	No	No	No	No	No	No	No	No	No
3	2	49	1	0	No	No	No	No	No	No	No	No	No	No
4	2	42	1	0	No	No	No	No	No	No	No	No	No	No
5	2	41	1	0	No	No	No	No	No	No	No	No	No	No
6	2	36	1	0	No	No	No	No	No	No	No	No	No	No
7	2	33	1	0	No	No	No	No	No	No	No	No	No	No
8	2	32	1	0	No	No	No	No	No	No	No	No	No	No
9	2	26	1	0	No	No	No	No	No	No	No	No	No	No
10	2	24	1	0	No	No	No	No	No	No	No	No	No	No
11	2	24	1	0	No	No	No	No	No	No	No	No	No	No
12	2	22	1	0	No	No	No	No	No	No	No	No	No	No
13	2	21	1	0	No	No	No	No	No	No	No	No	No	No
14	2	19	1	0	No	No	No	No	No	No	No	No	No	No
15	2	19	1	0	No	No	No	No	No	No	No	No	No	No
16	2	19	1	0	No	No	No	No	No	No	No	No	No	No
17	2	11	1	0	No	No	No	No	No	No	No	No	No	No
18	2	6	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	53
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	10	43	0
2	10	41	0
3	9	40	0
4	8	34	0
5	8	33	0
6	7	29	0
7	6	27	0
8	6	26	0
9	5	21	0
10	5	19	0
11	5	19	0
12	4	18	0
13	4	17	0
14	4	15	0
15	4	15	0
16	4	15	0
17	2	9	0
18	1	5	0
19	1	4	0
20	0	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	53	1	0	No	No	No	No	No	No	No	No	No	No
2	2	51	1	0	No	No	No	No	No	No	No	No	No	No
3	2	49	1	0	No	No	No	No	No	No	No	No	No	No
4	2	42	1	0	No	No	No	No	No	No	No	No	No	No
5	2	41	1	0	No	No	No	No	No	No	No	No	No	No
6	2	36	1	0	No	No	No	No	No	No	No	No	No	No
7	2	33	1	0	No	No	No	No	No	No	No	No	No	No
8	2	32	1	0	No	No	No	No	No	No	No	No	No	No
9	2	26	1	0	No	No	No	No	No	No	No	No	No	No
10	2	24	1	0	No	No	No	No	No	No	No	No	No	No
11	2	24	1	0	No	No	No	No	No	No	No	No	No	No
12	2	22	1	0	No	No	No	No	No	No	No	No	No	No
13	2	21	1	0	No	No	No	No	No	No	No	No	No	No
14	2	19	1	0	No	No	No	No	No	No	No	No	No	No
15	2	19	1	0	No	No	No	No	No	No	No	No	No	No
16	2	19	1	0	No	No	No	No	No	No	No	No	No	No
17	2	11	1	0	No	No	No	No	No	No	No	No	No	No
18	2	6	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	53
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	779	863	6
2	748	828	6
3	732	811	6
4	623	690	5
5	592	656	5
6	530	587	4
7	491	544	4
8	467	518	4
9	374	414	3
10	351	388	3
11	351	388	3
12	335	371	3
13	304	337	2
14	280	311	2
15	280	311	2
16	273	302	2
17	156	173	1
18	86	95	1
19	78	86	1
20	31	35	0
21	23	26	0
22	23	26	0
23	16	17	0
24	16	17	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	5	1642	1	6	No	No	No	No	No	No	No	No	No	No
2	5	1576	1	6	No	No	No	No	No	No	No	No	No	No
3	5	1543	1	6	No	No	No	No	No	No	No	No	No	No
4	5	1313	1	5	No	No	No	No	No	No	No	No	No	No
5	5	1248	1	5	No	No	No	No	No	No	No	No	No	No
6	5	1117	1	4	No	No	No	No	No	No	No	No	No	No
7	5	1035	1	4	No	No	No	No	No	No	No	No	No	No
8	5	985	1	4	No	No	No	No	No	No	No	No	No	No
9	5	788	1	3	No	No	No	No	No	No	No	No	No	No
10	5	739	1	3	No	No	No	No	No	No	No	No	No	No
11	5	739	1	3	No	No	No	No	No	No	No	No	No	No
12	5	706	1	3	No	No	No	No	No	No	No	No	No	No
13	5	641	1	2	No	No	No	No	No	No	No	No	No	No
14	5	591	1	2	No	No	No	No	No	No	No	No	No	No
15	5	591	1	2	No	No	No	No	No	No	No	No	No	No
16	5	575	1	2	No	No	No	No	No	No	No	No	No	No
17	5	329	1	1	No	No	No	No	No	No	No	No	No	No
18	5	181	1	1	No	No	No	No	No	No	No	No	No	No
19	5	164	1	1	No	No	No	No	No	No	No	No	No	No
20	5	66	1	0	No	No	No	No	No	No	No	No	No	No
21	5	49	1	0	No	No	No	No	No	No	No	No	No	No
22	5	49	1	0	No	No	No	No	No	No	No	No	No	No
23	5	33	1	0	No	No	No	No	No	No	No	No	No	No
24	5	33	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	6
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1648
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	10	17	0
2	10	16	0
3	9	16	0
4	8	14	0
5	8	13	0
6	7	12	0
7	6	11	0
8	6	10	0
9	5	8	0
10	5	8	0
11	5	8	0
12	4	7	0
13	4	7	0
14	4	6	0
15	4	6	0
16	4	6	0
17	2	3	0
18	1	2	0
19	1	2	0
20	0	1	0
21	0	1	0
22	0	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	27	1	0	No	No	No	No	No	No	No	No	No	No
2	2	26	1	0	No	No	No	No	No	No	No	No	No	No
3	2	25	1	0	No	No	No	No	No	No	No	No	No	No
4	2	22	1	0	No	No	No	No	No	No	No	No	No	No
5	2	21	1	0	No	No	No	No	No	No	No	No	No	No
6	2	19	1	0	No	No	No	No	No	No	No	No	No	No
7	2	17	1	0	No	No	No	No	No	No	No	No	No	No
8	2	16	1	0	No	No	No	No	No	No	No	No	No	No
9	2	13	1	0	No	No	No	No	No	No	No	No	No	No
10	2	13	1	0	No	No	No	No	No	No	No	No	No	No
11	2	13	1	0	No	No	No	No	No	No	No	No	No	No
12	2	11	1	0	No	No	No	No	No	No	No	No	No	No
13	2	11	1	0	No	No	No	No	No	No	No	No	No	No
14	2	10	1	0	No	No	No	No	No	No	No	No	No	No
15	2	10	1	0	No	No	No	No	No	No	No	No	No	No
16	2	10	1	0	No	No	No	No	No	No	No	No	No	No
17	2	5	1	0	No	No	No	No	No	No	No	No	No	No
18	2	3	1	0	No	No	No	No	No	No	No	No	No	No
19	2	3	1	0	No	No	No	No	No	No	No	No	No	No
20	2	1	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	27
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	17	17	0
2	16	16	0
3	16	16	0
4	14	14	0
5	13	13	0
6	12	12	0
7	11	11	0
8	10	10	0
9	8	8	0
10	8	8	0
11	8	8	0
12	7	7	0
13	7	7	0
14	6	6	0
15	6	6	0
16	6	6	0
17	3	3	0
18	2	2	0
19	2	2	0
20	1	1	0
21	1	1	0
22	1	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	34	1	0	No	No	No	No	No	No	No	No	No	No
2	2	32	1	0	No	No	No	No	No	No	No	No	No	No
3	2	32	1	0	No	No	No	No	No	No	No	No	No	No
4	2	28	1	0	No	No	No	No	No	No	No	No	No	No
5	2	26	1	0	No	No	No	No	No	No	No	No	No	No
6	2	24	1	0	No	No	No	No	No	No	No	No	No	No
7	2	22	1	0	No	No	No	No	No	No	No	No	No	No
8	2	20	1	0	No	No	No	No	No	No	No	No	No	No
9	2	16	1	0	No	No	No	No	No	No	No	No	No	No
10	2	16	1	0	No	No	No	No	No	No	No	No	No	No
11	2	16	1	0	No	No	No	No	No	No	No	No	No	No
12	2	14	1	0	No	No	No	No	No	No	No	No	No	No
13	2	14	1	0	No	No	No	No	No	No	No	No	No	No
14	2	12	1	0	No	No	No	No	No	No	No	No	No	No
15	2	12	1	0	No	No	No	No	No	No	No	No	No	No
16	2	12	1	0	No	No	No	No	No	No	No	No	No	No
17	2	6	1	0	No	No	No	No	No	No	No	No	No	No
18	2	4	1	0	No	No	No	No	No	No	No	No	No	No
19	2	4	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	34
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	17	17	0
2	16	16	0
3	16	16	0
4	14	14	0
5	13	13	0
6	12	12	0
7	11	11	0
8	10	10	0
9	8	8	0
10	8	8	0
11	8	8	0
12	7	7	0
13	7	7	0
14	6	6	0
15	6	6	0
16	6	6	0
17	3	3	0
18	2	2	0
19	2	2	0
20	1	1	0
21	1	1	0
22	1	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	34	1	0	No	No	No	No	No	No	No	No	No	No
2	2	32	1	0	No	No	No	No	No	No	No	No	No	No
3	2	32	1	0	No	No	No	No	No	No	No	No	No	No
4	2	28	1	0	No	No	No	No	No	No	No	No	No	No
5	2	26	1	0	No	No	No	No	No	No	No	No	No	No
6	2	24	1	0	No	No	No	No	No	No	No	No	No	No
7	2	22	1	0	No	No	No	No	No	No	No	No	No	No
8	2	20	1	0	No	No	No	No	No	No	No	No	No	No
9	2	16	1	0	No	No	No	No	No	No	No	No	No	No
10	2	16	1	0	No	No	No	No	No	No	No	No	No	No
11	2	16	1	0	No	No	No	No	No	No	No	No	No	No
12	2	14	1	0	No	No	No	No	No	No	No	No	No	No
13	2	14	1	0	No	No	No	No	No	No	No	No	No	No
14	2	12	1	0	No	No	No	No	No	No	No	No	No	No
15	2	12	1	0	No	No	No	No	No	No	No	No	No	No
16	2	12	1	0	No	No	No	No	No	No	No	No	No	No
17	2	6	1	0	No	No	No	No	No	No	No	No	No	No
18	2	4	1	0	No	No	No	No	No	No	No	No	No	No
19	2	4	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	34
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

**Signal Warrant Work
Sheets- Existing Plus
Ambient Growth Plus
Cumulative Plus Project
Condition**

Signal Warrants Report For Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	783	325	6
2	752	312	6
3	736	306	6
4	626	260	5
5	595	247	5
6	532	221	4
7	493	205	4
8	470	195	4
9	376	156	3
10	352	146	3
11	352	146	3
12	337	140	3
13	305	127	2
14	282	117	2
15	282	117	2
16	274	114	2
17	157	65	1
18	86	36	1
19	78	33	1
20	31	13	0
21	23	10	0
22	23	10	0
23	16	7	0
24	16	7	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	5	1108	1	6	No	No	No	No	No	No	No	No	No	No
2	5	1064	1	6	No	No	No	No	No	No	No	No	No	No
3	5	1042	1	6	No	No	No	No	No	No	No	No	No	No
4	5	886	1	5	No	No	No	No	No	No	No	No	No	No
5	5	842	1	5	No	No	No	No	No	No	No	No	No	No
6	5	753	1	4	No	No	No	No	No	No	No	No	No	No
7	5	698	1	4	No	No	No	No	No	No	No	No	No	No
8	5	665	1	4	No	No	No	No	No	No	No	No	No	No
9	5	532	1	3	No	No	No	No	No	No	No	No	No	No
10	5	498	1	3	No	No	No	No	No	No	No	No	No	No
11	5	498	1	3	No	No	No	No	No	No	No	No	No	No
12	5	477	1	3	No	No	No	No	No	No	No	No	No	No
13	5	432	1	2	No	No	No	No	No	No	No	No	No	No
14	5	399	1	2	No	No	No	No	No	No	No	No	No	No
15	5	399	1	2	No	No	No	No	No	No	No	No	No	No
16	5	388	1	2	No	No	No	No	No	No	No	No	No	No
17	5	222	1	1	No	No	No	No	No	No	No	No	No	No
18	5	122	1	1	No	No	No	No	No	No	No	No	No	No
19	5	111	1	1	No	No	No	No	No	No	No	No	No	No
20	5	44	1	0	No	No	No	No	No	No	No	No	No	No
21	5	33	1	0	No	No	No	No	No	No	No	No	No	No
22	5	33	1	0	No	No	No	No	No	No	No	No	No	No
23	5	23	1	0	No	No	No	No	No	No	No	No	No	No
24	5	23	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	6
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1114
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	21	49	3
2	20	47	3
3	20	46	3
4	17	39	2
5	16	37	2
6	14	33	2
7	13	31	2
8	13	29	2
9	10	24	1
10	9	22	1
11	9	22	1
12	9	21	1
13	8	19	1
14	8	18	1
15	8	18	1
16	7	17	1
17	4	10	1
18	2	5	0
19	2	5	0
20	1	2	0
21	1	1	0
22	1	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	70	1	3	No	No	No	No	No	No	No	No	No	No
2	2	67	1	3	No	No	No	No	No	No	No	No	No	No
3	2	66	1	3	No	No	No	No	No	No	No	No	No	No
4	2	56	1	2	No	No	No	No	No	No	No	No	No	No
5	2	53	1	2	No	No	No	No	No	No	No	No	No	No
6	2	47	1	2	No	No	No	No	No	No	No	No	No	No
7	2	44	1	2	No	No	No	No	No	No	No	No	No	No
8	2	42	1	2	No	No	No	No	No	No	No	No	No	No
9	2	34	1	1	No	No	No	No	No	No	No	No	No	No
10	2	31	1	1	No	No	No	No	No	No	No	No	No	No
11	2	31	1	1	No	No	No	No	No	No	No	No	No	No
12	2	30	1	1	No	No	No	No	No	No	No	No	No	No
13	2	27	1	1	No	No	No	No	No	No	No	No	No	No
14	2	26	1	1	No	No	No	No	No	No	No	No	No	No
15	2	26	1	1	No	No	No	No	No	No	No	No	No	No
16	2	24	1	1	No	No	No	No	No	No	No	No	No	No
17	2	14	1	1	No	No	No	No	No	No	No	No	No	No
18	2	7	1	0	No	No	No	No	No	No	No	No	No	No
19	2	7	1	0	No	No	No	No	No	No	No	No	No	No
20	2	3	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	73
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	20	51	1
2	19	49	1
3	19	48	1
4	16	41	1
5	15	39	1
6	14	35	1
7	13	32	1
8	12	31	1
9	10	24	0
10	9	23	0
11	9	23	0
12	9	22	0
13	8	20	0
14	7	18	0
15	7	18	0
16	7	18	0
17	4	10	0
18	2	6	0
19	2	5	0
20	1	2	0
21	1	2	0
22	1	2	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	71	1	1	No	No	No	No	No	No	No	No	No	No
2	2	68	1	1	No	No	No	No	No	No	No	No	No	No
3	2	67	1	1	No	No	No	No	No	No	No	No	No	No
4	2	57	1	1	No	No	No	No	No	No	No	No	No	No
5	2	54	1	1	No	No	No	No	No	No	No	No	No	No
6	2	49	1	1	No	No	No	No	No	No	No	No	No	No
7	2	45	1	1	No	No	No	No	No	No	No	No	No	No
8	2	43	1	1	No	No	No	No	No	No	No	No	No	No
9	2	34	1	0	No	No	No	No	No	No	No	No	No	No
10	2	32	1	0	No	No	No	No	No	No	No	No	No	No
11	2	32	1	0	No	No	No	No	No	No	No	No	No	No
12	2	31	1	0	No	No	No	No	No	No	No	No	No	No
13	2	28	1	0	No	No	No	No	No	No	No	No	No	No
14	2	25	1	0	No	No	No	No	No	No	No	No	No	No
15	2	25	1	0	No	No	No	No	No	No	No	No	No	No
16	2	25	1	0	No	No	No	No	No	No	No	No	No	No
17	2	14	1	0	No	No	No	No	No	No	No	No	No	No
18	2	8	1	0	No	No	No	No	No	No	No	No	No	No
19	2	7	1	0	No	No	No	No	No	No	No	No	No	No
20	2	3	1	0	No	No	No	No	No	No	No	No	No	No
21	2	3	1	0	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	1
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	72
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	30	45	4
2	29	43	4
3	28	42	4
4	24	36	3
5	23	34	3
6	20	31	3
7	19	28	3
8	18	27	2
9	14	22	2
10	14	20	2
11	14	20	2
12	13	19	2
13	12	18	2
14	11	16	1
15	11	16	1
16	11	16	1
17	6	9	1
18	3	5	0
19	3	5	0
20	1	2	0
21	1	1	0
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	75	1	4	No	No	No	No	No	No	No	No	No	No
2	2	72	1	4	No	No	No	No	No	No	No	No	No	No
3	2	70	1	4	No	No	No	No	No	No	No	No	No	No
4	2	60	1	3	No	No	No	No	No	No	No	No	No	No
5	2	57	1	3	No	No	No	No	No	No	No	No	No	No
6	2	51	1	3	No	No	No	No	No	No	No	No	No	No
7	2	47	1	3	No	No	No	No	No	No	No	No	No	No
8	2	45	1	2	No	No	No	No	No	No	No	No	No	No
9	2	36	1	2	No	No	No	No	No	No	No	No	No	No
10	2	34	1	2	No	No	No	No	No	No	No	No	No	No
11	2	34	1	2	No	No	No	No	No	No	No	No	No	No
12	2	32	1	2	No	No	No	No	No	No	No	No	No	No
13	2	30	1	2	No	No	No	No	No	No	No	No	No	No
14	2	27	1	1	No	No	No	No	No	No	No	No	No	No
15	2	27	1	1	No	No	No	No	No	No	No	No	No	No
16	2	27	1	1	No	No	No	No	No	No	No	No	No	No
17	2	15	1	1	No	No	No	No	No	No	No	No	No	No
18	2	8	1	0	No	No	No	No	No	No	No	No	No	No
19	2	8	1	0	No	No	No	No	No	No	No	No	No	No
20	2	3	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	2	1	0	No	No	No	No	No	No	No	No	No	No
24	2	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	4
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	79
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	781	863	12
2	750	828	12
3	734	811	11
4	625	690	10
5	594	656	9
6	531	587	8
7	492	544	8
8	469	518	7
9	375	414	6
10	351	388	5
11	351	388	5
12	336	371	5
13	305	337	5
14	281	311	4
15	281	311	4
16	273	302	4
17	156	173	2
18	86	95	1
19	78	86	1
20	31	35	0
21	23	26	0
22	23	26	0
23	16	17	0
24	16	17	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	5	1644	1	12	No	No	No	No	No	No	No	No	No	No
2	5	1578	1	12	No	No	No	No	No	No	No	No	No	No
3	5	1545	1	11	No	No	No	No	No	No	No	No	No	No
4	5	1315	1	10	No	No	No	No	No	No	No	No	No	No
5	5	1250	1	9	No	No	No	No	No	No	No	No	No	No
6	5	1118	1	8	No	No	No	No	No	No	No	No	No	No
7	5	1036	1	8	No	No	No	No	No	No	No	No	No	No
8	5	987	1	7	No	No	No	No	No	No	No	No	No	No
9	5	789	1	6	No	No	No	No	No	No	No	No	No	No
10	5	739	1	5	No	No	No	No	No	No	No	No	No	No
11	5	739	1	5	No	No	No	No	No	No	No	No	No	No
12	5	707	1	5	No	No	No	No	No	No	No	No	No	No
13	5	642	1	5	No	No	No	No	No	No	No	No	No	No
14	5	592	1	4	No	No	No	No	No	No	No	No	No	No
15	5	592	1	4	No	No	No	No	No	No	No	No	No	No
16	5	575	1	4	No	No	No	No	No	No	No	No	No	No
17	5	329	1	2	No	No	No	No	No	No	No	No	No	No
18	5	181	1	1	No	No	No	No	No	No	No	No	No	No
19	5	164	1	1	No	No	No	No	No	No	No	No	No	No
20	5	66	1	0	No	No	No	No	No	No	No	No	No	No
21	5	49	1	0	No	No	No	No	No	No	No	No	No	No
22	5	49	1	0	No	No	No	No	No	No	No	No	No	No
23	5	33	1	0	No	No	No	No	No	No	No	No	No	No
24	5	33	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	12
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1656
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	17	19	10
2	16	18	10
3	16	18	9
4	14	15	8
5	13	14	8
6	12	13	7
7	11	12	6
8	10	11	6
9	8	9	5
10	8	9	5
11	8	9	5
12	7	8	4
13	7	7	4
14	6	7	4
15	6	7	4
16	6	7	4
17	3	4	2
18	2	2	1
19	2	2	1
20	1	1	0
21	1	1	0
22	1	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	36	1	10	No	No	No	No	No	No	No	No	No	No
2	2	34	1	10	No	No	No	No	No	No	No	No	No	No
3	2	34	1	9	No	No	No	No	No	No	No	No	No	No
4	2	29	1	8	No	No	No	No	No	No	No	No	No	No
5	2	27	1	8	No	No	No	No	No	No	No	No	No	No
6	2	25	1	7	No	No	No	No	No	No	No	No	No	No
7	2	23	1	6	No	No	No	No	No	No	No	No	No	No
8	2	21	1	6	No	No	No	No	No	No	No	No	No	No
9	2	17	1	5	No	No	No	No	No	No	No	No	No	No
10	2	17	1	5	No	No	No	No	No	No	No	No	No	No
11	2	17	1	5	No	No	No	No	No	No	No	No	No	No
12	2	15	1	4	No	No	No	No	No	No	No	No	No	No
13	2	14	1	4	No	No	No	No	No	No	No	No	No	No
14	2	13	1	4	No	No	No	No	No	No	No	No	No	No
15	2	13	1	4	No	No	No	No	No	No	No	No	No	No
16	2	13	1	4	No	No	No	No	No	No	No	No	No	No
17	2	7	1	2	No	No	No	No	No	No	No	No	No	No
18	2	4	1	1	No	No	No	No	No	No	No	No	No	No
19	2	4	1	1	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	10
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	46
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	21	26	3
2	20	25	3
3	20	24	3
4	17	21	2
5	16	20	2
6	14	18	2
7	13	16	2
8	13	16	2
9	10	12	1
10	9	12	1
11	9	12	1
12	9	11	1
13	8	10	1
14	8	9	1
15	8	9	1
16	7	9	1
17	4	5	1
18	2	3	0
19	2	3	0
20	1	1	0
21	1	1	0
22	1	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	47	1	3	No	No	No	No	No	No	No	No	No	No
2	2	45	1	3	No	No	No	No	No	No	No	No	No	No
3	2	44	1	3	No	No	No	No	No	No	No	No	No	No
4	2	38	1	2	No	No	No	No	No	No	No	No	No	No
5	2	36	1	2	No	No	No	No	No	No	No	No	No	No
6	2	32	1	2	No	No	No	No	No	No	No	No	No	No
7	2	29	1	2	No	No	No	No	No	No	No	No	No	No
8	2	29	1	2	No	No	No	No	No	No	No	No	No	No
9	2	22	1	1	No	No	No	No	No	No	No	No	No	No
10	2	21	1	1	No	No	No	No	No	No	No	No	No	No
11	2	21	1	1	No	No	No	No	No	No	No	No	No	No
12	2	20	1	1	No	No	No	No	No	No	No	No	No	No
13	2	18	1	1	No	No	No	No	No	No	No	No	No	No
14	2	17	1	1	No	No	No	No	No	No	No	No	No	No
15	2	17	1	1	No	No	No	No	No	No	No	No	No	No
16	2	16	1	1	No	No	No	No	No	No	No	No	No	No
17	2	9	1	1	No	No	No	No	No	No	No	No	No	No
18	2	5	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	50
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	25	24	14
2	24	23	13
3	24	23	13
4	20	19	11
5	19	18	11
6	17	16	10
7	16	15	9
8	15	14	8
9	12	12	7
10	11	11	6
11	11	11	6
12	11	10	6
13	10	9	5
14	9	9	5
15	9	9	5
16	9	8	5
17	5	5	3
18	3	3	2
19	3	2	1
20	1	1	1
21	1	1	0
22	1	1	0
23	1	0	0
24	1	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	49	1	14	No	No	No	No	No	No	No	No	No	No
2	2	47	1	13	No	No	No	No	No	No	No	No	No	No
3	2	47	1	13	No	No	No	No	No	No	No	No	No	No
4	2	39	1	11	No	No	No	No	No	No	No	No	No	No
5	2	37	1	11	No	No	No	No	No	No	No	No	No	No
6	2	33	1	10	No	No	No	No	No	No	No	No	No	No
7	2	31	1	9	No	No	No	No	No	No	No	No	No	No
8	2	29	1	8	No	No	No	No	No	No	No	No	No	No
9	2	24	1	7	No	No	No	No	No	No	No	No	No	No
10	2	22	1	6	No	No	No	No	No	No	No	No	No	No
11	2	22	1	6	No	No	No	No	No	No	No	No	No	No
12	2	21	1	6	No	No	No	No	No	No	No	No	No	No
13	2	19	1	5	No	No	No	No	No	No	No	No	No	No
14	2	18	1	5	No	No	No	No	No	No	No	No	No	No
15	2	18	1	5	No	No	No	No	No	No	No	No	No	No
16	2	17	1	5	No	No	No	No	No	No	No	No	No	No
17	2	10	1	3	No	No	No	No	No	No	No	No	No	No
18	2	6	1	2	No	No	No	No	No	No	No	No	No	No
19	2	5	1	1	No	No	No	No	No	No	No	No	No	No
20	2	2	1	1	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	14
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	63
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

**Signal Warrant Work
Sheets for Option 2**

**Signal Warrant Work
Sheets- Existing
Condition**

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	9	42	0
2	9	40	0
3	8	39	0
4	7	34	0
5	7	32	0
6	6	29	0
7	6	26	0
8	5	25	0
9	4	20	0
10	4	19	0
11	4	19	0
12	4	18	0
13	4	16	0
14	3	15	0
15	3	15	0
16	3	15	0
17	2	8	0
18	1	5	0
19	1	4	0
20	0	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	51	1	0	No	No	No	No	No	No	No	No	No	No
2	2	49	1	0	No	No	No	No	No	No	No	No	No	No
3	2	47	1	0	No	No	No	No	No	No	No	No	No	No
4	2	41	1	0	No	No	No	No	No	No	No	No	No	No
5	2	39	1	0	No	No	No	No	No	No	No	No	No	No
6	2	35	1	0	No	No	No	No	No	No	No	No	No	No
7	2	32	1	0	No	No	No	No	No	No	No	No	No	No
8	2	30	1	0	No	No	No	No	No	No	No	No	No	No
9	2	24	1	0	No	No	No	No	No	No	No	No	No	No
10	2	23	1	0	No	No	No	No	No	No	No	No	No	No
11	2	23	1	0	No	No	No	No	No	No	No	No	No	No
12	2	22	1	0	No	No	No	No	No	No	No	No	No	No
13	2	20	1	0	No	No	No	No	No	No	No	No	No	No
14	2	18	1	0	No	No	No	No	No	No	No	No	No	No
15	2	18	1	0	No	No	No	No	No	No	No	No	No	No
16	2	18	1	0	No	No	No	No	No	No	No	No	No	No
17	2	10	1	0	No	No	No	No	No	No	No	No	No	No
18	2	6	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	51
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	9	42	0
2	9	40	0
3	8	39	0
4	7	34	0
5	7	32	0
6	6	29	0
7	6	26	0
8	5	25	0
9	4	20	0
10	4	19	0
11	4	19	0
12	4	18	0
13	4	16	0
14	3	15	0
15	3	15	0
16	3	15	0
17	2	8	0
18	1	5	0
19	1	4	0
20	0	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	51	1	0	No	No	No	No	No	No	No	No	No	No
2	2	49	1	0	No	No	No	No	No	No	No	No	No	No
3	2	47	1	0	No	No	No	No	No	No	No	No	No	No
4	2	41	1	0	No	No	No	No	No	No	No	No	No	No
5	2	39	1	0	No	No	No	No	No	No	No	No	No	No
6	2	35	1	0	No	No	No	No	No	No	No	No	No	No
7	2	32	1	0	No	No	No	No	No	No	No	No	No	No
8	2	30	1	0	No	No	No	No	No	No	No	No	No	No
9	2	24	1	0	No	No	No	No	No	No	No	No	No	No
10	2	23	1	0	No	No	No	No	No	No	No	No	No	No
11	2	23	1	0	No	No	No	No	No	No	No	No	No	No
12	2	22	1	0	No	No	No	No	No	No	No	No	No	No
13	2	20	1	0	No	No	No	No	No	No	No	No	No	No
14	2	18	1	0	No	No	No	No	No	No	No	No	No	No
15	2	18	1	0	No	No	No	No	No	No	No	No	No	No
16	2	18	1	0	No	No	No	No	No	No	No	No	No	No
17	2	10	1	0	No	No	No	No	No	No	No	No	No	No
18	2	6	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	51
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	9	42	0
2	9	40	0
3	8	39	0
4	7	34	0
5	7	32	0
6	6	29	0
7	6	26	0
8	5	25	0
9	4	20	0
10	4	19	0
11	4	19	0
12	4	18	0
13	4	16	0
14	3	15	0
15	3	15	0
16	3	15	0
17	2	8	0
18	1	5	0
19	1	4	0
20	0	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	51	1	0	No	No	No	No	No	No	No	No	No	No
2	2	49	1	0	No	No	No	No	No	No	No	No	No	No
3	2	47	1	0	No	No	No	No	No	No	No	No	No	No
4	2	41	1	0	No	No	No	No	No	No	No	No	No	No
5	2	39	1	0	No	No	No	No	No	No	No	No	No	No
6	2	35	1	0	No	No	No	No	No	No	No	No	No	No
7	2	32	1	0	No	No	No	No	No	No	No	No	No	No
8	2	30	1	0	No	No	No	No	No	No	No	No	No	No
9	2	24	1	0	No	No	No	No	No	No	No	No	No	No
10	2	23	1	0	No	No	No	No	No	No	No	No	No	No
11	2	23	1	0	No	No	No	No	No	No	No	No	No	No
12	2	22	1	0	No	No	No	No	No	No	No	No	No	No
13	2	20	1	0	No	No	No	No	No	No	No	No	No	No
14	2	18	1	0	No	No	No	No	No	No	No	No	No	No
15	2	18	1	0	No	No	No	No	No	No	No	No	No	No
16	2	18	1	0	No	No	No	No	No	No	No	No	No	No
17	2	10	1	0	No	No	No	No	No	No	No	No	No	No
18	2	6	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	51
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Barrett Street (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	9	16	0
2	9	15	0
3	8	15	0
4	7	13	0
5	7	12	0
6	6	11	0
7	6	10	0
8	5	10	0
9	4	8	0
10	4	7	0
11	4	7	0
12	4	7	0
13	4	6	0
14	3	6	0
15	3	6	0
16	3	6	0
17	2	3	0
18	1	2	0
19	1	2	0
20	0	1	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	25	1	0	No	No	No	No	No	No	No	No	No	No
2	2	24	1	0	No	No	No	No	No	No	No	No	No	No
3	2	23	1	0	No	No	No	No	No	No	No	No	No	No
4	2	20	1	0	No	No	No	No	No	No	No	No	No	No
5	2	19	1	0	No	No	No	No	No	No	No	No	No	No
6	2	17	1	0	No	No	No	No	No	No	No	No	No	No
7	2	16	1	0	No	No	No	No	No	No	No	No	No	No
8	2	15	1	0	No	No	No	No	No	No	No	No	No	No
9	2	12	1	0	No	No	No	No	No	No	No	No	No	No
10	2	11	1	0	No	No	No	No	No	No	No	No	No	No
11	2	11	1	0	No	No	No	No	No	No	No	No	No	No
12	2	11	1	0	No	No	No	No	No	No	No	No	No	No
13	2	10	1	0	No	No	No	No	No	No	No	No	No	No
14	2	9	1	0	No	No	No	No	No	No	No	No	No	No
15	2	9	1	0	No	No	No	No	No	No	No	No	No	No
16	2	9	1	0	No	No	No	No	No	No	No	No	No	No
17	2	5	1	0	No	No	No	No	No	No	No	No	No	No
18	2	3	1	0	No	No	No	No	No	No	No	No	No	No
19	2	3	1	0	No	No	No	No	No	No	No	No	No	No
20	2	1	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	25
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	16	16	0
2	15	15	0
3	15	15	0
4	13	13	0
5	12	12	0
6	11	11	0
7	10	10	0
8	10	10	0
9	8	8	0
10	7	7	0
11	7	7	0
12	7	7	0
13	6	6	0
14	6	6	0
15	6	6	0
16	6	6	0
17	3	3	0
18	2	2	0
19	2	2	0
20	1	1	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	32	1	0	No	No	No	No	No	No	No	No	No	No
2	2	30	1	0	No	No	No	No	No	No	No	No	No	No
3	2	30	1	0	No	No	No	No	No	No	No	No	No	No
4	2	26	1	0	No	No	No	No	No	No	No	No	No	No
5	2	24	1	0	No	No	No	No	No	No	No	No	No	No
6	2	22	1	0	No	No	No	No	No	No	No	No	No	No
7	2	20	1	0	No	No	No	No	No	No	No	No	No	No
8	2	20	1	0	No	No	No	No	No	No	No	No	No	No
9	2	16	1	0	No	No	No	No	No	No	No	No	No	No
10	2	14	1	0	No	No	No	No	No	No	No	No	No	No
11	2	14	1	0	No	No	No	No	No	No	No	No	No	No
12	2	14	1	0	No	No	No	No	No	No	No	No	No	No
13	2	12	1	0	No	No	No	No	No	No	No	No	No	No
14	2	12	1	0	No	No	No	No	No	No	No	No	No	No
15	2	12	1	0	No	No	No	No	No	No	No	No	No	No
16	2	12	1	0	No	No	No	No	No	No	No	No	No	No
17	2	6	1	0	No	No	No	No	No	No	No	No	No	No
18	2	4	1	0	No	No	No	No	No	No	No	No	No	No
19	2	4	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	32
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	16	16	0
2	15	15	0
3	15	15	0
4	13	13	0
5	12	12	0
6	11	11	0
7	10	10	0
8	10	10	0
9	8	8	0
10	7	7	0
11	7	7	0
12	7	7	0
13	6	6	0
14	6	6	0
15	6	6	0
16	6	6	0
17	3	3	0
18	2	2	0
19	2	2	0
20	1	1	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	32	1	0	No	No	No	No	No	No	No	No	No	No
2	2	30	1	0	No	No	No	No	No	No	No	No	No	No
3	2	30	1	0	No	No	No	No	No	No	No	No	No	No
4	2	26	1	0	No	No	No	No	No	No	No	No	No	No
5	2	24	1	0	No	No	No	No	No	No	No	No	No	No
6	2	22	1	0	No	No	No	No	No	No	No	No	No	No
7	2	20	1	0	No	No	No	No	No	No	No	No	No	No
8	2	20	1	0	No	No	No	No	No	No	No	No	No	No
9	2	16	1	0	No	No	No	No	No	No	No	No	No	No
10	2	14	1	0	No	No	No	No	No	No	No	No	No	No
11	2	14	1	0	No	No	No	No	No	No	No	No	No	No
12	2	14	1	0	No	No	No	No	No	No	No	No	No	No
13	2	12	1	0	No	No	No	No	No	No	No	No	No	No
14	2	12	1	0	No	No	No	No	No	No	No	No	No	No
15	2	12	1	0	No	No	No	No	No	No	No	No	No	No
16	2	12	1	0	No	No	No	No	No	No	No	No	No	No
17	2	6	1	0	No	No	No	No	No	No	No	No	No	No
18	2	4	1	0	No	No	No	No	No	No	No	No	No	No
19	2	4	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	32
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

**Signal Warrant Work
Sheets- Existing Plus
Project Condition**

Signal Warrants Report For Intersection 2: Barrett Street (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	12	62	3
2	12	60	3
3	11	58	3
4	10	50	2
5	9	47	2
6	8	42	2
7	8	39	2
8	7	37	2
9	6	30	1
10	5	28	1
11	5	28	1
12	5	27	1
13	5	24	1
14	4	22	1
15	4	22	1
16	4	22	1
17	2	12	1
18	1	7	0
19	1	6	0
20	0	2	0
21	0	2	0
22	0	2	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	74	1	3	No	No	No	No	No	No	No	No	No	No
2	2	72	1	3	No	No	No	No	No	No	No	No	No	No
3	2	69	1	3	No	No	No	No	No	No	No	No	No	No
4	2	60	1	2	No	No	No	No	No	No	No	No	No	No
5	2	56	1	2	No	No	No	No	No	No	No	No	No	No
6	2	50	1	2	No	No	No	No	No	No	No	No	No	No
7	2	47	1	2	No	No	No	No	No	No	No	No	No	No
8	2	44	1	2	No	No	No	No	No	No	No	No	No	No
9	2	36	1	1	No	No	No	No	No	No	No	No	No	No
10	2	33	1	1	No	No	No	No	No	No	No	No	No	No
11	2	33	1	1	No	No	No	No	No	No	No	No	No	No
12	2	32	1	1	No	No	No	No	No	No	No	No	No	No
13	2	29	1	1	No	No	No	No	No	No	No	No	No	No
14	2	26	1	1	No	No	No	No	No	No	No	No	No	No
15	2	26	1	1	No	No	No	No	No	No	No	No	No	No
16	2	26	1	1	No	No	No	No	No	No	No	No	No	No
17	2	14	1	1	No	No	No	No	No	No	No	No	No	No
18	2	8	1	0	No	No	No	No	No	No	No	No	No	No
19	2	7	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	77
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	9	52	3
2	9	50	3
3	8	49	3
4	7	42	2
5	7	40	2
6	6	35	2
7	6	33	2
8	5	31	2
9	4	25	1
10	4	23	1
11	4	23	1
12	4	22	1
13	4	20	1
14	3	19	1
15	3	19	1
16	3	18	1
17	2	10	1
18	1	6	0
19	1	5	0
20	0	2	0
21	0	2	0
22	0	2	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	61	1	3	No	No	No	No	No	No	No	No	No	No
2	2	59	1	3	No	No	No	No	No	No	No	No	No	No
3	2	57	1	3	No	No	No	No	No	No	No	No	No	No
4	2	49	1	2	No	No	No	No	No	No	No	No	No	No
5	2	47	1	2	No	No	No	No	No	No	No	No	No	No
6	2	41	1	2	No	No	No	No	No	No	No	No	No	No
7	2	39	1	2	No	No	No	No	No	No	No	No	No	No
8	2	36	1	2	No	No	No	No	No	No	No	No	No	No
9	2	29	1	1	No	No	No	No	No	No	No	No	No	No
10	2	27	1	1	No	No	No	No	No	No	No	No	No	No
11	2	27	1	1	No	No	No	No	No	No	No	No	No	No
12	2	26	1	1	No	No	No	No	No	No	No	No	No	No
13	2	24	1	1	No	No	No	No	No	No	No	No	No	No
14	2	22	1	1	No	No	No	No	No	No	No	No	No	No
15	2	22	1	1	No	No	No	No	No	No	No	No	No	No
16	2	21	1	1	No	No	No	No	No	No	No	No	No	No
17	2	12	1	1	No	No	No	No	No	No	No	No	No	No
18	2	7	1	0	No	No	No	No	No	No	No	No	No	No
19	2	6	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	64
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	15	42	2
2	14	40	2
3	14	39	2
4	12	34	2
5	11	32	2
6	10	29	1
7	9	26	1
8	9	25	1
9	7	20	1
10	7	19	1
11	7	19	1
12	6	18	1
13	6	16	1
14	5	15	1
15	5	15	1
16	5	15	1
17	3	8	0
18	2	5	0
19	2	4	0
20	1	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	57	1	2	No	No	No	No	No	No	No	No	No	No
2	2	54	1	2	No	No	No	No	No	No	No	No	No	No
3	2	53	1	2	No	No	No	No	No	No	No	No	No	No
4	2	46	1	2	No	No	No	No	No	No	No	No	No	No
5	2	43	1	2	No	No	No	No	No	No	No	No	No	No
6	2	39	1	1	No	No	No	No	No	No	No	No	No	No
7	2	35	1	1	No	No	No	No	No	No	No	No	No	No
8	2	34	1	1	No	No	No	No	No	No	No	No	No	No
9	2	27	1	1	No	No	No	No	No	No	No	No	No	No
10	2	26	1	1	No	No	No	No	No	No	No	No	No	No
11	2	26	1	1	No	No	No	No	No	No	No	No	No	No
12	2	24	1	1	No	No	No	No	No	No	No	No	No	No
13	2	22	1	1	No	No	No	No	No	No	No	No	No	No
14	2	20	1	1	No	No	No	No	No	No	No	No	No	No
15	2	20	1	1	No	No	No	No	No	No	No	No	No	No
16	2	20	1	1	No	No	No	No	No	No	No	No	No	No
17	2	11	1	0	No	No	No	No	No	No	No	No	No	No
18	2	7	1	0	No	No	No	No	No	No	No	No	No	No
19	2	6	1	0	No	No	No	No	No	No	No	No	No	No
20	2	3	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	59
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Barrett Street (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	19	24	10
2	18	23	10
3	18	23	9
4	15	19	8
5	14	18	8
6	13	16	7
7	12	15	6
8	11	14	6
9	9	12	5
10	9	11	5
11	9	11	5
12	8	10	4
13	7	9	4
14	7	9	4
15	7	9	4
16	7	8	4
17	4	5	2
18	2	3	1
19	2	2	1
20	1	1	0
21	1	1	0
22	1	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	43	1	10	No	No	No	No	No	No	No	No	No	No
2	2	41	1	10	No	No	No	No	No	No	No	No	No	No
3	2	41	1	9	No	No	No	No	No	No	No	No	No	No
4	2	34	1	8	No	No	No	No	No	No	No	No	No	No
5	2	32	1	8	No	No	No	No	No	No	No	No	No	No
6	2	29	1	7	No	No	No	No	No	No	No	No	No	No
7	2	27	1	6	No	No	No	No	No	No	No	No	No	No
8	2	25	1	6	No	No	No	No	No	No	No	No	No	No
9	2	21	1	5	No	No	No	No	No	No	No	No	No	No
10	2	20	1	5	No	No	No	No	No	No	No	No	No	No
11	2	20	1	5	No	No	No	No	No	No	No	No	No	No
12	2	18	1	4	No	No	No	No	No	No	No	No	No	No
13	2	16	1	4	No	No	No	No	No	No	No	No	No	No
14	2	16	1	4	No	No	No	No	No	No	No	No	No	No
15	2	16	1	4	No	No	No	No	No	No	No	No	No	No
16	2	15	1	4	No	No	No	No	No	No	No	No	No	No
17	2	9	1	2	No	No	No	No	No	No	No	No	No	No
18	2	5	1	1	No	No	No	No	No	No	No	No	No	No
19	2	4	1	1	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	10
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	53
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	16	20	10
2	15	19	10
3	15	19	9
4	13	16	8
5	12	15	8
6	11	14	7
7	10	13	6
8	10	12	6
9	8	10	5
10	7	9	5
11	7	9	5
12	7	9	4
13	6	8	4
14	6	7	4
15	6	7	4
16	6	7	4
17	3	4	2
18	2	2	1
19	2	2	1
20	1	1	0
21	0	1	0
22	0	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	36	1	10	No	No	No	No	No	No	No	No	No	No
2	2	34	1	10	No	No	No	No	No	No	No	No	No	No
3	2	34	1	9	No	No	No	No	No	No	No	No	No	No
4	2	29	1	8	No	No	No	No	No	No	No	No	No	No
5	2	27	1	8	No	No	No	No	No	No	No	No	No	No
6	2	25	1	7	No	No	No	No	No	No	No	No	No	No
7	2	23	1	6	No	No	No	No	No	No	No	No	No	No
8	2	22	1	6	No	No	No	No	No	No	No	No	No	No
9	2	18	1	5	No	No	No	No	No	No	No	No	No	No
10	2	16	1	5	No	No	No	No	No	No	No	No	No	No
11	2	16	1	5	No	No	No	No	No	No	No	No	No	No
12	2	16	1	4	No	No	No	No	No	No	No	No	No	No
13	2	14	1	4	No	No	No	No	No	No	No	No	No	No
14	2	13	1	4	No	No	No	No	No	No	No	No	No	No
15	2	13	1	4	No	No	No	No	No	No	No	No	No	No
16	2	13	1	4	No	No	No	No	No	No	No	No	No	No
17	2	7	1	2	No	No	No	No	No	No	No	No	No	No
18	2	4	1	1	No	No	No	No	No	No	No	No	No	No
19	2	4	1	1	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	10
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	46
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	18	16	7
2	17	15	7
3	17	15	7
4	14	13	6
5	14	12	5
6	12	11	5
7	11	10	4
8	11	10	4
9	9	8	3
10	8	7	3
11	8	7	3
12	8	7	3
13	7	6	3
14	6	6	3
15	6	6	3
16	6	6	2
17	4	3	1
18	2	2	1
19	2	2	1
20	1	1	0
21	1	0	0
22	1	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	34	1	7	No	No	No	No	No	No	No	No	No	No
2	2	32	1	7	No	No	No	No	No	No	No	No	No	No
3	2	32	1	7	No	No	No	No	No	No	No	No	No	No
4	2	27	1	6	No	No	No	No	No	No	No	No	No	No
5	2	26	1	5	No	No	No	No	No	No	No	No	No	No
6	2	23	1	5	No	No	No	No	No	No	No	No	No	No
7	2	21	1	4	No	No	No	No	No	No	No	No	No	No
8	2	21	1	4	No	No	No	No	No	No	No	No	No	No
9	2	17	1	3	No	No	No	No	No	No	No	No	No	No
10	2	15	1	3	No	No	No	No	No	No	No	No	No	No
11	2	15	1	3	No	No	No	No	No	No	No	No	No	No
12	2	15	1	3	No	No	No	No	No	No	No	No	No	No
13	2	13	1	3	No	No	No	No	No	No	No	No	No	No
14	2	12	1	3	No	No	No	No	No	No	No	No	No	No
15	2	12	1	3	No	No	No	No	No	No	No	No	No	No
16	2	12	1	2	No	No	No	No	No	No	No	No	No	No
17	2	7	1	1	No	No	No	No	No	No	No	No	No	No
18	2	4	1	1	No	No	No	No	No	No	No	No	No	No
19	2	4	1	1	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	7
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	41
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

**Signal Warrant Work
Sheets- Existing Plus
Ambient Growth Plus
Cumulative Condition**

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	10	43	0
2	10	41	0
3	9	40	0
4	8	34	0
5	8	33	0
6	7	29	0
7	6	27	0
8	6	26	0
9	5	21	0
10	5	19	0
11	5	19	0
12	4	18	0
13	4	17	0
14	4	15	0
15	4	15	0
16	4	15	0
17	2	9	0
18	1	5	0
19	1	4	0
20	0	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	53	1	0	No	No	No	No	No	No	No	No	No	No
2	2	51	1	0	No	No	No	No	No	No	No	No	No	No
3	2	49	1	0	No	No	No	No	No	No	No	No	No	No
4	2	42	1	0	No	No	No	No	No	No	No	No	No	No
5	2	41	1	0	No	No	No	No	No	No	No	No	No	No
6	2	36	1	0	No	No	No	No	No	No	No	No	No	No
7	2	33	1	0	No	No	No	No	No	No	No	No	No	No
8	2	32	1	0	No	No	No	No	No	No	No	No	No	No
9	2	26	1	0	No	No	No	No	No	No	No	No	No	No
10	2	24	1	0	No	No	No	No	No	No	No	No	No	No
11	2	24	1	0	No	No	No	No	No	No	No	No	No	No
12	2	22	1	0	No	No	No	No	No	No	No	No	No	No
13	2	21	1	0	No	No	No	No	No	No	No	No	No	No
14	2	19	1	0	No	No	No	No	No	No	No	No	No	No
15	2	19	1	0	No	No	No	No	No	No	No	No	No	No
16	2	19	1	0	No	No	No	No	No	No	No	No	No	No
17	2	11	1	0	No	No	No	No	No	No	No	No	No	No
18	2	6	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	53
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	10	43	0
2	10	41	0
3	9	40	0
4	8	34	0
5	8	33	0
6	7	29	0
7	6	27	0
8	6	26	0
9	5	21	0
10	5	19	0
11	5	19	0
12	4	18	0
13	4	17	0
14	4	15	0
15	4	15	0
16	4	15	0
17	2	9	0
18	1	5	0
19	1	4	0
20	0	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	53	1	0	No	No	No	No	No	No	No	No	No	No
2	2	51	1	0	No	No	No	No	No	No	No	No	No	No
3	2	49	1	0	No	No	No	No	No	No	No	No	No	No
4	2	42	1	0	No	No	No	No	No	No	No	No	No	No
5	2	41	1	0	No	No	No	No	No	No	No	No	No	No
6	2	36	1	0	No	No	No	No	No	No	No	No	No	No
7	2	33	1	0	No	No	No	No	No	No	No	No	No	No
8	2	32	1	0	No	No	No	No	No	No	No	No	No	No
9	2	26	1	0	No	No	No	No	No	No	No	No	No	No
10	2	24	1	0	No	No	No	No	No	No	No	No	No	No
11	2	24	1	0	No	No	No	No	No	No	No	No	No	No
12	2	22	1	0	No	No	No	No	No	No	No	No	No	No
13	2	21	1	0	No	No	No	No	No	No	No	No	No	No
14	2	19	1	0	No	No	No	No	No	No	No	No	No	No
15	2	19	1	0	No	No	No	No	No	No	No	No	No	No
16	2	19	1	0	No	No	No	No	No	No	No	No	No	No
17	2	11	1	0	No	No	No	No	No	No	No	No	No	No
18	2	6	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	53
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	10	43	0
2	10	41	0
3	9	40	0
4	8	34	0
5	8	33	0
6	7	29	0
7	6	27	0
8	6	26	0
9	5	21	0
10	5	19	0
11	5	19	0
12	4	18	0
13	4	17	0
14	4	15	0
15	4	15	0
16	4	15	0
17	2	9	0
18	1	5	0
19	1	4	0
20	0	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	53	1	0	No	No	No	No	No	No	No	No	No	No
2	2	51	1	0	No	No	No	No	No	No	No	No	No	No
3	2	49	1	0	No	No	No	No	No	No	No	No	No	No
4	2	42	1	0	No	No	No	No	No	No	No	No	No	No
5	2	41	1	0	No	No	No	No	No	No	No	No	No	No
6	2	36	1	0	No	No	No	No	No	No	No	No	No	No
7	2	33	1	0	No	No	No	No	No	No	No	No	No	No
8	2	32	1	0	No	No	No	No	No	No	No	No	No	No
9	2	26	1	0	No	No	No	No	No	No	No	No	No	No
10	2	24	1	0	No	No	No	No	No	No	No	No	No	No
11	2	24	1	0	No	No	No	No	No	No	No	No	No	No
12	2	22	1	0	No	No	No	No	No	No	No	No	No	No
13	2	21	1	0	No	No	No	No	No	No	No	No	No	No
14	2	19	1	0	No	No	No	No	No	No	No	No	No	No
15	2	19	1	0	No	No	No	No	No	No	No	No	No	No
16	2	19	1	0	No	No	No	No	No	No	No	No	No	No
17	2	11	1	0	No	No	No	No	No	No	No	No	No	No
18	2	6	1	0	No	No	No	No	No	No	No	No	No	No
19	2	5	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	53
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	10	17	0
2	10	16	0
3	9	16	0
4	8	14	0
5	8	13	0
6	7	12	0
7	6	11	0
8	6	10	0
9	5	8	0
10	5	8	0
11	5	8	0
12	4	7	0
13	4	7	0
14	4	6	0
15	4	6	0
16	4	6	0
17	2	3	0
18	1	2	0
19	1	2	0
20	0	1	0
21	0	1	0
22	0	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	27	1	0	No	No	No	No	No	No	No	No	No	No
2	2	26	1	0	No	No	No	No	No	No	No	No	No	No
3	2	25	1	0	No	No	No	No	No	No	No	No	No	No
4	2	22	1	0	No	No	No	No	No	No	No	No	No	No
5	2	21	1	0	No	No	No	No	No	No	No	No	No	No
6	2	19	1	0	No	No	No	No	No	No	No	No	No	No
7	2	17	1	0	No	No	No	No	No	No	No	No	No	No
8	2	16	1	0	No	No	No	No	No	No	No	No	No	No
9	2	13	1	0	No	No	No	No	No	No	No	No	No	No
10	2	13	1	0	No	No	No	No	No	No	No	No	No	No
11	2	13	1	0	No	No	No	No	No	No	No	No	No	No
12	2	11	1	0	No	No	No	No	No	No	No	No	No	No
13	2	11	1	0	No	No	No	No	No	No	No	No	No	No
14	2	10	1	0	No	No	No	No	No	No	No	No	No	No
15	2	10	1	0	No	No	No	No	No	No	No	No	No	No
16	2	10	1	0	No	No	No	No	No	No	No	No	No	No
17	2	5	1	0	No	No	No	No	No	No	No	No	No	No
18	2	3	1	0	No	No	No	No	No	No	No	No	No	No
19	2	3	1	0	No	No	No	No	No	No	No	No	No	No
20	2	1	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	27
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	17	17	0
2	16	16	0
3	16	16	0
4	14	14	0
5	13	13	0
6	12	12	0
7	11	11	0
8	10	10	0
9	8	8	0
10	8	8	0
11	8	8	0
12	7	7	0
13	7	7	0
14	6	6	0
15	6	6	0
16	6	6	0
17	3	3	0
18	2	2	0
19	2	2	0
20	1	1	0
21	1	1	0
22	1	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	34	1	0	No	No	No	No	No	No	No	No	No	No
2	2	32	1	0	No	No	No	No	No	No	No	No	No	No
3	2	32	1	0	No	No	No	No	No	No	No	No	No	No
4	2	28	1	0	No	No	No	No	No	No	No	No	No	No
5	2	26	1	0	No	No	No	No	No	No	No	No	No	No
6	2	24	1	0	No	No	No	No	No	No	No	No	No	No
7	2	22	1	0	No	No	No	No	No	No	No	No	No	No
8	2	20	1	0	No	No	No	No	No	No	No	No	No	No
9	2	16	1	0	No	No	No	No	No	No	No	No	No	No
10	2	16	1	0	No	No	No	No	No	No	No	No	No	No
11	2	16	1	0	No	No	No	No	No	No	No	No	No	No
12	2	14	1	0	No	No	No	No	No	No	No	No	No	No
13	2	14	1	0	No	No	No	No	No	No	No	No	No	No
14	2	12	1	0	No	No	No	No	No	No	No	No	No	No
15	2	12	1	0	No	No	No	No	No	No	No	No	No	No
16	2	12	1	0	No	No	No	No	No	No	No	No	No	No
17	2	6	1	0	No	No	No	No	No	No	No	No	No	No
18	2	4	1	0	No	No	No	No	No	No	No	No	No	No
19	2	4	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	34
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	17	17	0
2	16	16	0
3	16	16	0
4	14	14	0
5	13	13	0
6	12	12	0
7	11	11	0
8	10	10	0
9	8	8	0
10	8	8	0
11	8	8	0
12	7	7	0
13	7	7	0
14	6	6	0
15	6	6	0
16	6	6	0
17	3	3	0
18	2	2	0
19	2	2	0
20	1	1	0
21	1	1	0
22	1	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	34	1	0	No	No	No	No	No	No	No	No	No	No
2	2	32	1	0	No	No	No	No	No	No	No	No	No	No
3	2	32	1	0	No	No	No	No	No	No	No	No	No	No
4	2	28	1	0	No	No	No	No	No	No	No	No	No	No
5	2	26	1	0	No	No	No	No	No	No	No	No	No	No
6	2	24	1	0	No	No	No	No	No	No	No	No	No	No
7	2	22	1	0	No	No	No	No	No	No	No	No	No	No
8	2	20	1	0	No	No	No	No	No	No	No	No	No	No
9	2	16	1	0	No	No	No	No	No	No	No	No	No	No
10	2	16	1	0	No	No	No	No	No	No	No	No	No	No
11	2	16	1	0	No	No	No	No	No	No	No	No	No	No
12	2	14	1	0	No	No	No	No	No	No	No	No	No	No
13	2	14	1	0	No	No	No	No	No	No	No	No	No	No
14	2	12	1	0	No	No	No	No	No	No	No	No	No	No
15	2	12	1	0	No	No	No	No	No	No	No	No	No	No
16	2	12	1	0	No	No	No	No	No	No	No	No	No	No
17	2	6	1	0	No	No	No	No	No	No	No	No	No	No
18	2	4	1	0	No	No	No	No	No	No	No	No	No	No
19	2	4	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	34
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

**Signal Warrant Work
Sheets- Existing Plus
Ambient Growth Plus
Cumulative Plus Project
Condition**

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	13	63	3
2	12	60	3
3	12	59	3
4	10	50	2
5	10	48	2
6	9	43	2
7	8	40	2
8	8	38	2
9	6	30	1
10	6	28	1
11	6	28	1
12	6	27	1
13	5	25	1
14	5	23	1
15	5	23	1
16	5	22	1
17	3	13	1
18	1	7	0
19	1	6	0
20	1	3	0
21	0	2	0
22	0	2	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	76	1	3	No	No	No	No	No	No	No	No	No	No
2	2	72	1	3	No	No	No	No	No	No	No	No	No	No
3	2	71	1	3	No	No	No	No	No	No	No	No	No	No
4	2	60	1	2	No	No	No	No	No	No	No	No	No	No
5	2	58	1	2	No	No	No	No	No	No	No	No	No	No
6	2	52	1	2	No	No	No	No	No	No	No	No	No	No
7	2	48	1	2	No	No	No	No	No	No	No	No	No	No
8	2	46	1	2	No	No	No	No	No	No	No	No	No	No
9	2	36	1	1	No	No	No	No	No	No	No	No	No	No
10	2	34	1	1	No	No	No	No	No	No	No	No	No	No
11	2	34	1	1	No	No	No	No	No	No	No	No	No	No
12	2	33	1	1	No	No	No	No	No	No	No	No	No	No
13	2	30	1	1	No	No	No	No	No	No	No	No	No	No
14	2	28	1	1	No	No	No	No	No	No	No	No	No	No
15	2	28	1	1	No	No	No	No	No	No	No	No	No	No
16	2	27	1	1	No	No	No	No	No	No	No	No	No	No
17	2	16	1	1	No	No	No	No	No	No	No	No	No	No
18	2	8	1	0	No	No	No	No	No	No	No	No	No	No
19	2	7	1	0	No	No	No	No	No	No	No	No	No	No
20	2	4	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	79
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	10	53	3
2	10	51	3
3	9	50	3
4	8	42	2
5	8	40	2
6	7	36	2
7	6	33	2
8	6	32	2
9	5	25	1
10	5	24	1
11	5	24	1
12	4	23	1
13	4	21	1
14	4	19	1
15	4	19	1
16	4	19	1
17	2	11	1
18	1	6	0
19	1	5	0
20	0	2	0
21	0	2	0
22	0	2	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	63	1	3	No	No	No	No	No	No	No	No	No	No
2	2	61	1	3	No	No	No	No	No	No	No	No	No	No
3	2	59	1	3	No	No	No	No	No	No	No	No	No	No
4	2	50	1	2	No	No	No	No	No	No	No	No	No	No
5	2	48	1	2	No	No	No	No	No	No	No	No	No	No
6	2	43	1	2	No	No	No	No	No	No	No	No	No	No
7	2	39	1	2	No	No	No	No	No	No	No	No	No	No
8	2	38	1	2	No	No	No	No	No	No	No	No	No	No
9	2	30	1	1	No	No	No	No	No	No	No	No	No	No
10	2	29	1	1	No	No	No	No	No	No	No	No	No	No
11	2	29	1	1	No	No	No	No	No	No	No	No	No	No
12	2	27	1	1	No	No	No	No	No	No	No	No	No	No
13	2	25	1	1	No	No	No	No	No	No	No	No	No	No
14	2	23	1	1	No	No	No	No	No	No	No	No	No	No
15	2	23	1	1	No	No	No	No	No	No	No	No	No	No
16	2	23	1	1	No	No	No	No	No	No	No	No	No	No
17	2	13	1	1	No	No	No	No	No	No	No	No	No	No
18	2	7	1	0	No	No	No	No	No	No	No	No	No	No
19	2	6	1	0	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	66
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	16	43	2
2	15	41	2
3	15	40	2
4	13	34	2
5	12	33	2
6	11	29	1
7	10	27	1
8	10	26	1
9	8	21	1
10	7	19	1
11	7	19	1
12	7	18	1
13	6	17	1
14	6	15	1
15	6	15	1
16	6	15	1
17	3	9	0
18	2	5	0
19	2	4	0
20	1	2	0
21	0	1	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	59	1	2	No	No	No	No	No	No	No	No	No	No
2	2	56	1	2	No	No	No	No	No	No	No	No	No	No
3	2	55	1	2	No	No	No	No	No	No	No	No	No	No
4	2	47	1	2	No	No	No	No	No	No	No	No	No	No
5	2	45	1	2	No	No	No	No	No	No	No	No	No	No
6	2	40	1	1	No	No	No	No	No	No	No	No	No	No
7	2	37	1	1	No	No	No	No	No	No	No	No	No	No
8	2	36	1	1	No	No	No	No	No	No	No	No	No	No
9	2	29	1	1	No	No	No	No	No	No	No	No	No	No
10	2	26	1	1	No	No	No	No	No	No	No	No	No	No
11	2	26	1	1	No	No	No	No	No	No	No	No	No	No
12	2	25	1	1	No	No	No	No	No	No	No	No	No	No
13	2	23	1	1	No	No	No	No	No	No	No	No	No	No
14	2	21	1	1	No	No	No	No	No	No	No	No	No	No
15	2	21	1	1	No	No	No	No	No	No	No	No	No	No
16	2	21	1	1	No	No	No	No	No	No	No	No	No	No
17	2	12	1	0	No	No	No	No	No	No	No	No	No	No
18	2	7	1	0	No	No	No	No	No	No	No	No	No	No
19	2	6	1	0	No	No	No	No	No	No	No	No	No	No
20	2	3	1	0	No	No	No	No	No	No	No	No	No	No
21	2	1	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	61
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Barrett Avenue (NS) / Perry Street

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	20	25	10
2	19	24	10
3	19	24	9
4	16	20	8
5	15	19	8
6	14	17	7
7	13	16	6
8	12	15	6
9	10	12	5
10	9	11	5
11	9	11	5
12	9	11	4
13	8	10	4
14	7	9	4
15	7	9	4
16	7	9	4
17	4	5	2
18	2	3	1
19	2	3	1
20	1	1	0
21	1	1	0
22	1	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	45	1	10	No	No	No	No	No	No	No	No	No	No
2	2	43	1	10	No	No	No	No	No	No	No	No	No	No
3	2	43	1	9	No	No	No	No	No	No	No	No	No	No
4	2	36	1	8	No	No	No	No	No	No	No	No	No	No
5	2	34	1	8	No	No	No	No	No	No	No	No	No	No
6	2	31	1	7	No	No	No	No	No	No	No	No	No	No
7	2	29	1	6	No	No	No	No	No	No	No	No	No	No
8	2	27	1	6	No	No	No	No	No	No	No	No	No	No
9	2	22	1	5	No	No	No	No	No	No	No	No	No	No
10	2	20	1	5	No	No	No	No	No	No	No	No	No	No
11	2	20	1	5	No	No	No	No	No	No	No	No	No	No
12	2	20	1	4	No	No	No	No	No	No	No	No	No	No
13	2	18	1	4	No	No	No	No	No	No	No	No	No	No
14	2	16	1	4	No	No	No	No	No	No	No	No	No	No
15	2	16	1	4	No	No	No	No	No	No	No	No	No	No
16	2	16	1	4	No	No	No	No	No	No	No	No	No	No
17	2	9	1	2	No	No	No	No	No	No	No	No	No	No
18	2	5	1	1	No	No	No	No	No	No	No	No	No	No
19	2	5	1	1	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	10
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	55
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	17	21	10
2	16	20	10
3	16	20	9
4	14	17	8
5	13	16	8
6	12	14	7
7	11	13	6
8	10	13	6
9	8	10	5
10	8	9	5
11	8	9	5
12	7	9	4
13	7	8	4
14	6	8	4
15	6	8	4
16	6	7	4
17	3	4	2
18	2	2	1
19	2	2	1
20	1	1	0
21	1	1	0
22	1	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	38	1	10	No	No	No	No	No	No	No	No	No	No
2	2	36	1	10	No	No	No	No	No	No	No	No	No	No
3	2	36	1	9	No	No	No	No	No	No	No	No	No	No
4	2	31	1	8	No	No	No	No	No	No	No	No	No	No
5	2	29	1	8	No	No	No	No	No	No	No	No	No	No
6	2	26	1	7	No	No	No	No	No	No	No	No	No	No
7	2	24	1	6	No	No	No	No	No	No	No	No	No	No
8	2	23	1	6	No	No	No	No	No	No	No	No	No	No
9	2	18	1	5	No	No	No	No	No	No	No	No	No	No
10	2	17	1	5	No	No	No	No	No	No	No	No	No	No
11	2	17	1	5	No	No	No	No	No	No	No	No	No	No
12	2	16	1	4	No	No	No	No	No	No	No	No	No	No
13	2	15	1	4	No	No	No	No	No	No	No	No	No	No
14	2	14	1	4	No	No	No	No	No	No	No	No	No	No
15	2	14	1	4	No	No	No	No	No	No	No	No	No	No
16	2	13	1	4	No	No	No	No	No	No	No	No	No	No
17	2	7	1	2	No	No	No	No	No	No	No	No	No	No
18	2	4	1	1	No	No	No	No	No	No	No	No	No	No
19	2	4	1	1	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	10
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	48
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	19	17	7
2	18	16	7
3	18	16	7
4	15	14	6
5	14	13	5
6	13	12	5
7	12	11	4
8	11	10	4
9	9	8	3
10	9	8	3
11	9	8	3
12	8	7	3
13	7	7	3
14	7	6	3
15	7	6	3
16	7	6	2
17	4	3	1
18	2	2	1
19	2	2	1
20	1	1	0
21	1	1	0
22	1	1	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	36	1	7	No	No	No	No	No	No	No	No	No	No
2	2	34	1	7	No	No	No	No	No	No	No	No	No	No
3	2	34	1	7	No	No	No	No	No	No	No	No	No	No
4	2	29	1	6	No	No	No	No	No	No	No	No	No	No
5	2	27	1	5	No	No	No	No	No	No	No	No	No	No
6	2	25	1	5	No	No	No	No	No	No	No	No	No	No
7	2	23	1	4	No	No	No	No	No	No	No	No	No	No
8	2	21	1	4	No	No	No	No	No	No	No	No	No	No
9	2	17	1	3	No	No	No	No	No	No	No	No	No	No
10	2	17	1	3	No	No	No	No	No	No	No	No	No	No
11	2	17	1	3	No	No	No	No	No	No	No	No	No	No
12	2	15	1	3	No	No	No	No	No	No	No	No	No	No
13	2	14	1	3	No	No	No	No	No	No	No	No	No	No
14	2	13	1	3	No	No	No	No	No	No	No	No	No	No
15	2	13	1	3	No	No	No	No	No	No	No	No	No	No
16	2	13	1	2	No	No	No	No	No	No	No	No	No	No
17	2	7	1	1	No	No	No	No	No	No	No	No	No	No
18	2	4	1	1	No	No	No	No	No	No	No	No	No	No
19	2	4	1	1	No	No	No	No	No	No	No	No	No	No
20	2	2	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	7
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	43
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Appendix D

**Level of Service Work
Sheets for Option 1**

**Level of Service Work
Sheets- Existing
Condition**

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
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 Pocket	1	0	1	0	0	0
Pocket Length [ft]	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	350	14	0	89	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	0.00	2.00	0.00
Growth Factor	1.03	1.03	1.00	1.03	1.00	1.03
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]	361	14	0	92	0	4
Peak Hour Factor	0.8430	0.8430	1.0000	0.8430	1.0000	0.8430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	4	0	27	0	1
Total Analysis Volume [veh/h]	428	17	0	109	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.60
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.48
d_A, Approach Delay [s/veh]	0.00		0.00		9.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	42	0	0	9
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	0	11	0	0	2
Total Analysis Volume [veh/h]	0	0	46	0	0	10
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.76	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	2	0	40	1	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
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	0	41	1	0	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	0	11	0	0	2
Total Analysis Volume [veh/h]	2	0	45	1	0	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	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.76	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.16	0.16	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.76		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	2.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	1334	0	0	493	1	7	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
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]	2	1414	0	0	523	1	7	0	8	0	0	0
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	363	0	0	134	0	2	0	2	0	0	0
Total Analysis Volume [veh/h]	2	1452	0	0	537	1	7	0	8	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	51	0	9	49	0	11	21	0	9	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	73	73	0	73	73	1	1	0	0
g / C, Green / Cycle	0.00	0.81	0.81	0.00	0.81	0.81	0.01	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.26	0.26	0.00	0.10	0.10	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1898	1810	1615	1810	1900
c, Capacity [veh/h]	7	2925	1536	2	2915	1530	19	18	2	5
d1, Uniform Delay [s]	44.78	2.24	2.24	0.00	1.88	1.88	44.34	44.28	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.05	0.30	0.56	0.00	0.09	0.16	12.10	15.20	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.33	0.33	0.00	0.12	0.12	0.38	0.43	0.00	0.00
d, Delay for Lane Group [s/veh]	63.82	2.54	2.81	0.00	1.97	2.05	56.43	59.48	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	E	E	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.08	0.88	1.04	0.00	0.28	0.33	0.22	0.25	0.00	0.00
50th-Percentile Queue Length [ft/ln]	2.03	22.09	26.06	0.00	6.97	8.13	5.41	6.34	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.15	1.59	1.88	0.00	0.50	0.59	0.39	0.46	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.66	39.76	46.91	0.00	12.54	14.64	9.74	11.42	0.00	0.00

Movement, Approach, & Intersection Results

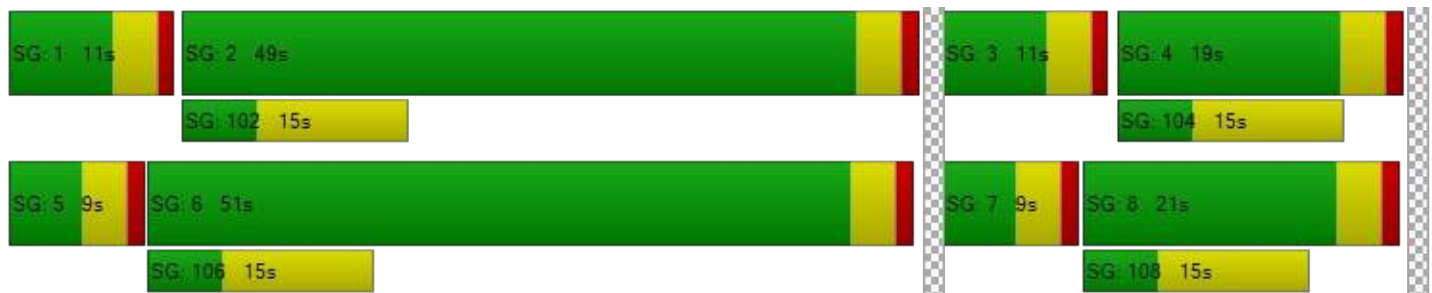
d_M, Delay for Movement [s/veh]	63.82	2.63	2.81	0.00	2.00	2.05	56.43	59.48	59.48	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.72			2.00			58.06			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	2.94											
Intersection LOS	A											
Intersection V/C	0.326											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	3.013	3.013	1.948	1.942
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1044	1000	378	333
d_b, Bicycle Delay [s]	10.27	11.25	29.61	31.25
I_b,int, Bicycle LOS Score for Intersection	2.359	1.856	1.584	1.560
Bicycle LOS	B	A	A	A

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.00	1.00
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	42	0	0	9
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	0	11	0	0	2
Total Analysis Volume [veh/h]	0	0	46	0	0	10
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.76	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	42	0	0	9
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	0	11	0	0	2
Total Analysis Volume [veh/h]	0	0	46	0	0	10
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	1	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]	8.76	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
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 Pocket	1	0	1	0	0	0
Pocket Length [ft]	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	235	5	0	289	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	0.00	2.00	0.00
Growth Factor	1.03	1.03	1.00	1.03	1.00	1.03
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]	242	5	0	298	0	6
Peak Hour Factor	0.8850	0.8850	1.0000	0.8850	1.0000	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	1	0	84	0	2
Total Analysis Volume [veh/h]	273	6	0	337	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.08
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.59
d_A, Approach Delay [s/veh]	0.00		0.00		9.08	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	1	0	14	2	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
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	0	14	2	0	8
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	0	4	1	0	2
Total Analysis Volume [veh/h]	1	0	15	2	0	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.62	8.37	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.62		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	2.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.279

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	↔↔↔			↔↔↔			↔↔			↔↔		
Lane Configuration	↔↔↔			↔↔↔			↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	822	0	0	1146	4	2	0	4	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
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]	2	871	0	0	1215	4	2	0	4	0	0	0
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	223	0	0	311	1	1	0	1	0	0	0
Total Analysis Volume [veh/h]	2	891	0	0	1242	4	2	0	4	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	51	0	9	49	0	11	21	0	9	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	73	73	0	73	73	0	1	0	0
g / C, Green / Cycle	0.00	0.82	0.82	0.00	0.81	0.81	0.00	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.16	0.16	0.00	0.23	0.23	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1897	1810	1615	1810	1900
c, Capacity [veh/h]	7	2942	1545	2	2933	1538	7	11	2	7
d1, Uniform Delay [s]	44.78	1.87	1.87	0.00	2.09	2.09	44.78	44.61	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.05	0.15	0.29	0.00	0.24	0.45	19.05	20.32	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.20	0.20	0.00	0.28	0.28	0.27	0.37	0.00	0.00
d, Delay for Lane Group [s/veh]	63.82	2.02	2.16	0.00	2.33	2.54	63.82	64.93	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	E	E	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.08	0.43	0.51	0.00	0.69	0.82	0.08	0.15	0.00	0.00
50th-Percentile Queue Length [ft/ln]	2.03	10.79	12.80	0.00	17.32	20.45	2.07	3.71	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.15	0.78	0.92	0.00	1.25	1.47	0.15	0.27	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.66	19.42	23.04	0.00	31.17	36.82	3.72	6.68	0.00	0.00

Movement, Approach, & Intersection Results

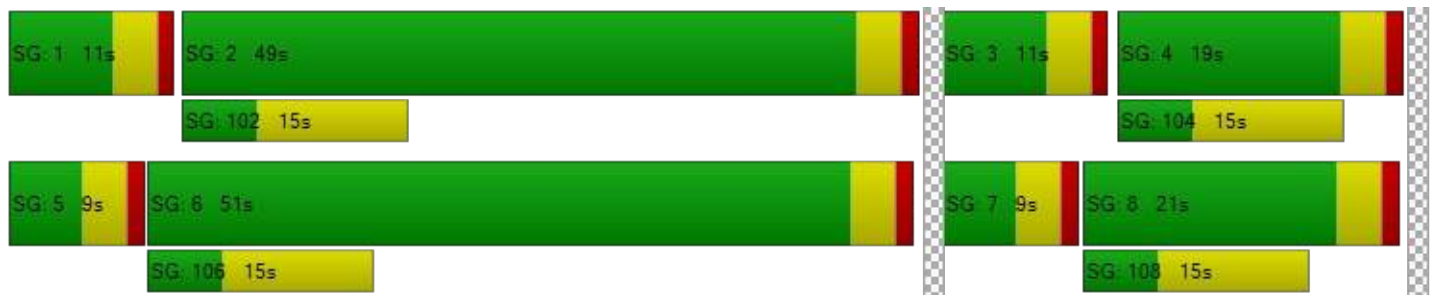
d_M, Delay for Movement [s/veh]	63.82	2.07	2.16	0.00	2.40	2.54	63.82	64.93	64.93	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.21			2.40			64.56			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	2.49											
Intersection LOS	A											
Intersection V/C	0.279											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.45			36.45			36.45			36.45		
I_p,int, Pedestrian LOS Score for Intersection	3.042			3.042			1.946			1.942		
Crosswalk LOS	C			C			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1044			1000			378			333		
d_b, Bicycle Delay [s]	10.27			11.25			29.61			31.25		
I_b,int, Bicycle LOS Score for Intersection	2.051			2.245			1.570			1.560		
Bicycle LOS	B			B			A			A		

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.00	1.00
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	16	0	0	16
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	0	4	0	0	4
Total Analysis Volume [veh/h]	0	0	17	0	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.66	8.37	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	16	0	0	16
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	0	4	0	0	4
Total Analysis Volume [veh/h]	0	0	17	0	0	17
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	1	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]	8.66	8.37	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

**Level of Service Work
Sheets- Existing Plus
Project Condition**

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
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 Pocket	1	0	1	0	0	0
Pocket Length [ft]	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	350	14	0	89	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	0.00	2.00	0.00
Growth Factor	1.03	1.03	1.00	1.03	1.00	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	361	20	0	92	0	6
Peak Hour Factor	0.8430	0.8430	1.0000	0.8430	1.0000	0.8430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	6	0	27	0	2
Total Analysis Volume [veh/h]	428	24	0	109	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.64
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.68
d_A, Approach Delay [s/veh]	0.00		0.00		9.64	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	2	0	40	1	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	2	6	0	10	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	47	1	10	8
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	1	13	0	3	2
Total Analysis Volume [veh/h]	3	2	51	1	11	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	8.94	8.54	0.00	0.00	7.31	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.39	0.39	0.00	0.00	0.53	0.53
d_A, Approach Delay [s/veh]	8.78		0.00		4.02	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.62					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	3.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.328

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	1334	0	0	493	1	7	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	0	0	16	3	0	3	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]	5	1414	0	0	523	17	10	0	11	0	0	0
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	363	0	0	134	4	3	0	3	0	0	0
Total Analysis Volume [veh/h]	5	1452	0	0	537	17	10	0	11	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	51	0	9	49	0	11	21	0	9	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	73	73	0	72	72	1	1	0	0
g / C, Green / Cycle	0.01	0.81	0.81	0.00	0.80	0.80	0.01	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.26	0.26	0.00	0.10	0.10	0.01	0.01	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1870	1810	1615	1810	1900
c, Capacity [veh/h]	14	2913	1530	2	2889	1494	25	24	2	4
d1, Uniform Delay [s]	44.51	2.32	2.32	0.00	2.03	2.03	44.11	44.07	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.08	0.30	0.57	0.00	0.09	0.18	10.28	13.32	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.33	0.33	0.00	0.13	0.13	0.40	0.46	0.00	0.00
d, Delay for Lane Group [s/veh]	58.58	2.62	2.89	0.00	2.12	2.21	54.39	57.39	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	D	E	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.16	0.94	1.10	0.00	0.33	0.37	0.29	0.33	0.00	0.00
50th-Percentile Queue Length [ft/ln]	4.06	23.44	27.49	0.00	8.13	9.35	7.25	8.23	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.29	1.69	1.98	0.00	0.59	0.67	0.52	0.59	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.31	42.19	49.49	0.00	14.64	16.82	13.05	14.82	0.00	0.00

Movement, Approach, & Intersection Results

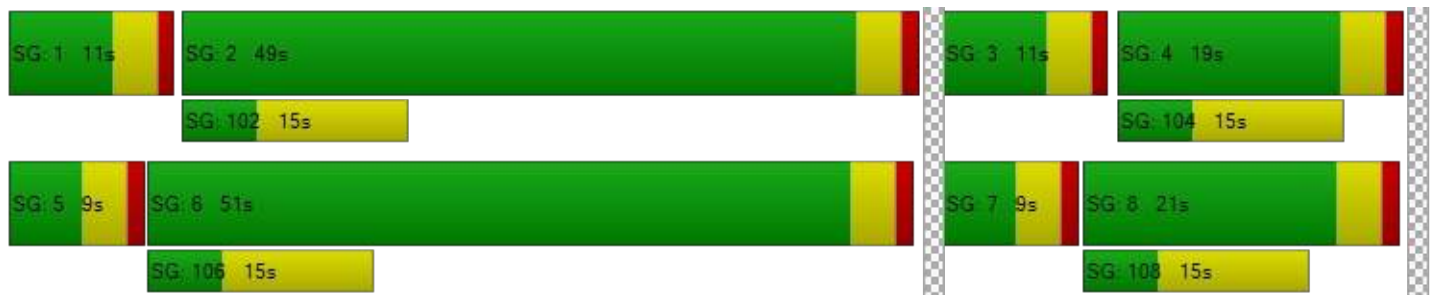
d_M, Delay for Movement [s/veh]	58.58	2.71	2.89	0.00	2.15	2.21	54.39	57.39	57.39	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	D	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.91		2.15		55.96		0.00					
Approach LOS	A		A		E		A					
d_I, Intersection Delay [s/veh]	3.25											
Intersection LOS	A											
Intersection V/C	0.328											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	3.014	3.017	1.956	1.942
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1044	1000	378	333
d_b, Bicycle Delay [s]	10.27	11.25	29.61	31.25
I_b,int, Bicycle LOS Score for Intersection	2.361	1.864	1.594	1.560
Bicycle LOS	B	A	A	A

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name	Southbound	Westbound
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.00	1.00
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	10	3
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	10	3
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1
Total Analysis Volume [veh/h]	11	3
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	2	6	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	44	6	0	19
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	0	12	2	0	5
Total Analysis Volume [veh/h]	1	0	48	7	0	21
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.85	8.53	0.00	0.00	7.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.85		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	2	0	10	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	44	0	10	19
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	1	12	0	3	5
Total Analysis Volume [veh/h]	0	4	48	0	11	21
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	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	8.98	8.52	0.00	0.00	7.31	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.29	0.29	0.00	0.00	0.53	0.53
d_A, Approach Delay [s/veh]	8.52		0.00		2.51	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
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 Pocket	1	0	1	0	0	0
Pocket Length [ft]	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	235	5	0	289	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	0.00	2.00	0.00
Growth Factor	1.03	1.03	1.00	1.03	1.00	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	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]	242	7	0	298	0	12
Peak Hour Factor	0.8850	0.8850	1.0000	0.8850	1.0000	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	2	0	84	0	3
Total Analysis Volume [veh/h]	273	8	0	337	0	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.12
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.20
d_A, Approach Delay [s/veh]	0.00		0.00		9.12	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	1	0	14	2	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	7	2	0	4	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	7	16	2	4	11
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	2	4	1	1	3
Total Analysis Volume [veh/h]	4	8	17	2	4	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.73	8.42	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]	0.88	0.88	0.00	0.00	0.19	0.19
d_A, Approach Delay [s/veh]	8.52		0.00		1.81	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.79					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	3.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.289

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	822	0	0	1146	4	2	0	4	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	6	10	0	10	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]	3	871	0	0	1215	10	12	0	14	0	0	0
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	223	0	0	311	3	3	0	4	0	0	0
Total Analysis Volume [veh/h]	3	891	0	0	1242	10	12	0	14	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	40	0	9	39	0	11	62	0	9	9	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	72	72	0	72	72	1	2	0	0
g / C, Green / Cycle	0.00	0.80	0.80	0.00	0.80	0.80	0.02	0.02	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.16	0.16	0.00	0.23	0.23	0.01	0.01	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1892	1810	1615	1810	1900
c, Capacity [veh/h]	10	2902	1524	2	2887	1510	29	29	2	6
d1, Uniform Delay [s]	44.68	2.10	2.10	0.00	2.38	2.38	43.97	43.88	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.11	0.16	0.30	0.00	0.25	0.47	9.49	12.17	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.20	0.20	0.00	0.28	0.28	0.42	0.49	0.00	0.00
d, Delay for Lane Group [s/veh]	61.79	2.26	2.40	0.00	2.63	2.85	53.46	56.05	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	D	E	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.11	0.53	0.62	0.00	0.87	1.00	0.34	0.40	0.00	0.00
50th-Percentile Queue Length [ft/ln]	2.75	13.25	15.41	0.00	21.65	25.02	8.46	10.10	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.20	0.95	1.11	0.00	1.56	1.80	0.61	0.73	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.96	23.85	27.74	0.00	38.97	45.04	15.22	18.18	0.00	0.00

Movement, Approach, & Intersection Results

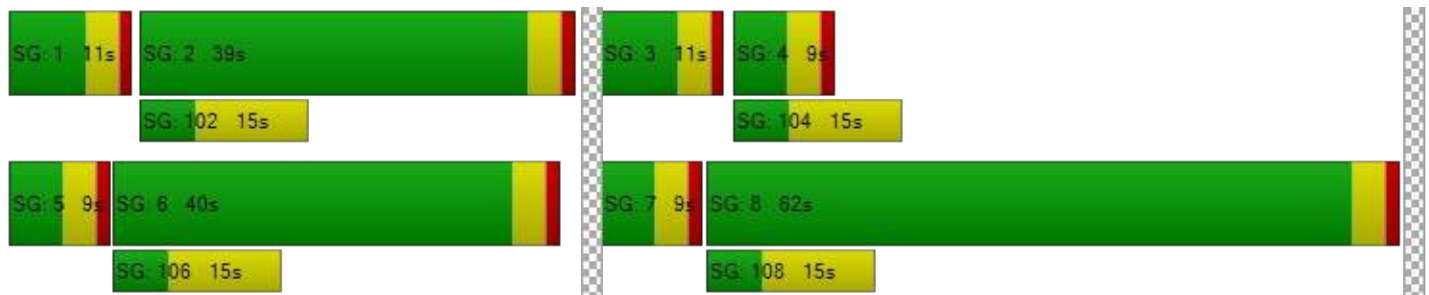
d_M, Delay for Movement [s/veh]	61.79	2.31	2.40	0.00	2.70	2.85	53.46	56.05	56.05	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	D	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.51		2.70		54.85		0.00					
Approach LOS	A		A		D		A					
d_I, Intersection Delay [s/veh]	3.25											
Intersection LOS	A											
Intersection V/C	0.289											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	3.045	3.046	1.954	1.942
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	778	1289	111
d_b, Bicycle Delay [s]	16.20	16.81	5.69	40.14
I_b,int, Bicycle LOS Score for Intersection	2.051	2.248	1.603	1.560
Bicycle LOS	B	B	A	A

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.00	1.00
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	4	10
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	4	10
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3
Total Analysis Volume [veh/h]	4	11
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	7	2	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	23	2	0	20
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	0	6	1	0	5
Total Analysis Volume [veh/h]	3	0	25	2	0	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.74	8.42	0.00	0.00	7.25	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.23	0.23	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.74		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	7	0	4	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	23	0	4	20
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	4	6	0	1	5
Total Analysis Volume [veh/h]	0	15	25	0	4	22
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	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.82	8.46	0.00	0.00	7.25	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]	1.08	1.08	0.00	0.00	0.19	0.19
d_A, Approach Delay [s/veh]	8.46		0.00		1.12	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.36					
Intersection LOS	A					

**Level of Service Work
Sheets- Existing Plus
Ambient Growth Plus
Cumulative Condition**

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
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 Pocket	1	0	1	0	0	0
Pocket Length [ft]	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	350	14	0	89	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	0.00	2.00	0.00
Growth Factor	1.06	1.06	1.00	1.06	1.00	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	391	0	0	231	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]	762	15	0	325	0	4
Peak Hour Factor	0.8430	0.8430	1.0000	0.8430	1.0000	0.8430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	226	4	0	96	0	1
Total Analysis Volume [veh/h]	904	18	0	386	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.57
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.68
d_A, Approach Delay [s/veh]	0.00		0.00		11.57	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	2	0	40	1	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
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	0	42	1	0	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	0	11	0	0	2
Total Analysis Volume [veh/h]	2	0	46	1	0	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	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.76	8.51	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.16	0.16	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.76		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	2.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔↔			↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	1334	0	0	493	1	7	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	257	0	0	190	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]	2	1711	0	0	727	1	8	0	9	0	0	0
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	439	0	0	187	0	2	0	2	0	0	0
Total Analysis Volume [veh/h]	2	1757	0	0	746	1	8	0	9	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	85	0	9	78	0	16	17	0	9	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	103	103	0	102	102	1	1	0	0
g / C, Green / Cycle	0.00	0.86	0.86	0.00	0.85	0.85	0.01	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.32	0.32	0.00	0.14	0.14	0.00	0.01	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1899	1810	1615	1810	1900
c, Capacity [veh/h]	6	3091	1623	1	3081	1617	19	18	1	3
d1, Uniform Delay [s]	59.70	1.87	1.87	0.00	1.53	1.53	59.05	59.00	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	32.54	0.35	0.66	0.00	0.11	0.21	15.07	19.22	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.37	0.37	0.00	0.16	0.16	0.43	0.49	0.00	0.00
d, Delay for Lane Group [s/veh]	92.24	2.21	2.52	0.00	1.64	1.74	74.12	78.21	0.00	0.00
Lane Group LOS	F	A	A	A	A	A	E	E	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.11	1.22	1.42	0.00	0.43	0.50	0.32	0.37	0.00	0.00
50th-Percentile Queue Length [ft/ln]	2.78	30.41	35.45	0.00	10.77	12.42	7.99	9.24	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.20	2.19	2.55	0.00	0.78	0.89	0.58	0.67	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.01	54.73	63.82	0.00	19.38	22.36	14.38	16.63	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	92.24	2.32	2.52	0.00	1.67	1.74	74.12	78.21	78.21	0.00	0.00	0.00
Movement LOS	F	A	A	A	A	A	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.42		1.67		76.29		0.00					
Approach LOS	A		A		E		A					
d_I, Intersection Delay [s/veh]	2.70											
Intersection LOS	A											
Intersection V/C	0.374											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	3.134	3.134	1.962	1.955
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1350	1233	217	100
d_b, Bicycle Delay [s]	6.34	8.82	47.70	54.15
I_b,int, Bicycle LOS Score for Intersection	2.527	1.970	1.588	1.560
Bicycle LOS	B	A	A	A

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.03	1.03
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	43	0	0	10
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	0	12	0	0	3
Total Analysis Volume [veh/h]	0	0	47	0	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.77	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.64		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	43	0	0	10
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	0	12	0	0	3
Total Analysis Volume [veh/h]	0	0	47	0	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	1	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]	8.77	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.64		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
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 Pocket	1	0	1	0	0	0
Pocket Length [ft]	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	235	5	0	289	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	0.00	2.00	0.00
Growth Factor	1.06	1.06	1.00	1.06	1.00	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	525	0	0	557	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]	774	5	0	863	0	6
Peak Hour Factor	0.8850	0.8850	1.0000	0.8850	1.0000	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	219	1	0	244	0	2
Total Analysis Volume [veh/h]	875	6	0	975	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.39
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.93
d_A, Approach Delay [s/veh]	0.00		0.00		11.39	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	1	0	14	2	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
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	0	15	2	0	8
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	0	4	1	0	2
Total Analysis Volume [veh/h]	1	0	16	2	0	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.62	8.38	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.62		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	2.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	↔↔↔			↔↔↔			↔↔			↔↔		
Lane Configuration	↔↔↔			↔↔↔			↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	822	0	0	1146	4	2	0	4	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	464	0	0	401	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]	2	1360	0	0	1650	4	2	0	4	0	0	0
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	348	0	0	422	1	1	0	1	0	0	0
Total Analysis Volume [veh/h]	2	1391	0	0	1687	4	2	0	4	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	85	0	9	78	0	16	17	0	9	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	103	103	0	103	103	0	1	0	0
g / C, Green / Cycle	0.00	0.86	0.86	0.00	0.86	0.86	0.00	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.25	0.25	0.00	0.31	0.31	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1898	1810	1615	1810	1900
c, Capacity [veh/h]	6	3111	1634	1	3102	1627	6	9	1	6
d1, Uniform Delay [s]	59.70	1.57	1.57	0.00	1.76	1.76	59.70	59.48	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	32.54	0.24	0.46	0.00	0.32	0.61	32.54	29.34	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.29	0.29	0.00	0.36	0.36	0.35	0.44	0.00	0.00
d, Delay for Lane Group [s/veh]	92.24	1.81	2.03	0.00	2.08	2.38	92.24	88.82	0.00	0.00
Lane Group LOS	F	A	A	A	A	A	F	F	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.11	0.76	0.90	0.00	1.07	1.26	0.11	0.20	0.00	0.00
50th-Percentile Queue Length [ft/ln]	2.78	19.01	22.42	0.00	26.80	31.42	2.82	4.90	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.20	1.37	1.61	0.00	1.93	2.26	0.20	0.35	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.01	34.21	40.36	0.00	48.24	56.55	5.07	8.83	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	92.24	1.89	2.03	0.00	2.18	2.38	92.24	88.82	88.82	0.00	0.00	0.00
Movement LOS	F	A	A	A	A	A	F	F	F	A	A	A
d_A, Approach Delay [s/veh]	2.02		2.18		89.96		0.00					
Approach LOS	A		A		F		A					
d_I, Intersection Delay [s/veh]	2.28											
Intersection LOS	A											
Intersection V/C	0.358											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	3.253	3.253	1.959	1.955
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1350	1233	217	100
d_b, Bicycle Delay [s]	6.34	8.82	47.70	54.15
I_b,int, Bicycle LOS Score for Intersection	2.326	2.490	1.570	1.560
Bicycle LOS	B	B	A	A

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.03	1.03
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	17	0	0	17
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	0	5	0	0	5
Total Analysis Volume [veh/h]	0	0	18	0	0	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.67	8.38	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	17	0	0	17
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	0	5	0	0	5
Total Analysis Volume [veh/h]	0	0	18	0	0	18
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	1	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]	8.67	8.38	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

**Level of Service Work
Sheets- Existing Plus
Ambient Growth Plus
Cumulative Plus Project
Condition**

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
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 Pocket	1	0	1	0	0	0
Pocket Length [ft]	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	350	14	0	89	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	0.00	2.00	0.00
Growth Factor	1.06	1.06	1.00	1.06	1.00	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	391	6	0	231	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	762	21	0	325	0	6
Peak Hour Factor	0.8430	0.8430	1.0000	0.8430	1.0000	0.8430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	226	6	0	96	0	2
Total Analysis Volume [veh/h]	904	25	0	386	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.63
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.97
d_A, Approach Delay [s/veh]	0.00		0.00		11.63	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	2	0	40	1	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	2	6	0	10	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	48	1	10	8
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	1	13	0	3	2
Total Analysis Volume [veh/h]	3	2	52	1	11	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	8.95	8.55	0.00	0.00	7.32	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.39	0.39	0.00	0.00	0.53	0.53
d_A, Approach Delay [s/veh]	8.79		0.00		4.02	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.59					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	3.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	1334	0	0	493	1	7	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	257	0	0	190	16	3	0	3	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]	5	1711	0	0	727	17	11	0	12	0	0	0
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	439	0	0	187	4	3	0	3	0	0	0
Total Analysis Volume [veh/h]	5	1757	0	0	746	17	11	0	12	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	85	0	9	78	0	16	17	0	9	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	102	102	0	102	102	2	2	0	0
g / C, Green / Cycle	0.01	0.85	0.85	0.00	0.85	0.85	0.01	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.32	0.32	0.00	0.14	0.14	0.01	0.01	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1878	1810	1615	1810	1900
c, Capacity [veh/h]	12	3080	1618	1	3057	1587	24	23	1	3
d1, Uniform Delay [s]	59.36	1.94	1.94	0.00	1.67	1.67	58.79	58.76	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.52	0.35	0.66	0.00	0.12	0.22	12.99	17.17	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.37	0.37	0.00	0.16	0.16	0.46	0.52	0.00	0.00
d, Delay for Lane Group [s/veh]	78.88	2.29	2.60	0.00	1.79	1.90	71.78	75.93	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	E	E	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.22	1.30	1.51	0.00	0.51	0.58	0.42	0.47	0.00	0.00
50th-Percentile Queue Length [ft/ln]	5.39	32.50	37.67	0.00	12.70	14.41	10.47	11.80	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.39	2.34	2.71	0.00	0.91	1.04	0.75	0.85	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.71	58.49	67.80	0.00	22.85	25.93	18.85	21.24	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	78.88	2.40	2.60	0.00	1.82	1.90	71.78	75.93	75.93	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.62		1.82		73.95		0.00					
Approach LOS	A		A		E		A					
d_I, Intersection Delay [s/veh]	3.02											
Intersection LOS	A											
Intersection V/C	0.376											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	3.136	3.138	1.970	1.955
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1350	1233	217	100
d_b, Bicycle Delay [s]	6.34	8.82	47.70	54.15
I_b,int, Bicycle LOS Score for Intersection	2.529	1.979	1.598	1.560
Bicycle LOS	B	A	A	A

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name	Southbound	Westbound
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.03	1.03
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	10	3
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	10	3
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1
Total Analysis Volume [veh/h]	11	3
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	2	6	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	45	6	0	20
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	0	12	2	0	5
Total Analysis Volume [veh/h]	1	0	49	7	0	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.86	8.53	0.00	0.00	7.31	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.86		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	2	0	10	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	45	0	10	20
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	1	12	0	3	5
Total Analysis Volume [veh/h]	0	4	49	0	11	22
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	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	8.99	8.52	0.00	0.00	7.31	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.29	0.29	0.00	0.00	0.53	0.53
d_A, Approach Delay [s/veh]	8.52		0.00		2.44	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.33					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
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 Pocket	1	0	1	0	0	0
Pocket Length [ft]	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	235	5	0	289	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	0.00	2.00	0.00
Growth Factor	1.06	1.06	1.00	1.06	1.00	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	525	2	0	557	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]	774	7	0	863	0	12
Peak Hour Factor	0.8850	0.8850	1.0000	0.8850	1.0000	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	219	2	0	244	0	3
Total Analysis Volume [veh/h]	875	8	0	975	0	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	1	0	14	2	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	7	2	0	4	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	7	17	2	4	11
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	2	5	1	1	3
Total Analysis Volume [veh/h]	4	8	18	2	4	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.73	8.42	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]	0.88	0.88	0.00	0.00	0.19	0.19
d_A, Approach Delay [s/veh]	8.52		0.00		1.81	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.73					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	3.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.367

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔↔			↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	822	0	0	1146	4	2	0	4	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	464	0	0	401	6	10	0	10	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]	3	1360	0	0	1650	10	12	0	14	0	0	0
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	348	0	0	422	3	3	0	4	0	0	0
Total Analysis Volume [veh/h]	3	1391	0	0	1687	10	12	0	14	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	85	0	9	78	0	16	17	0	9	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	102	102	0	102	102	2	2	0	0
g / C, Green / Cycle	0.00	0.85	0.85	0.00	0.85	0.85	0.01	0.02	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.25	0.25	0.00	0.31	0.31	0.01	0.01	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1894	1810	1615	1810	1900
c, Capacity [veh/h]	8	3074	1614	1	3060	1602	26	26	1	4
d1, Uniform Delay [s]	59.58	1.81	1.81	0.00	2.06	2.06	58.71	58.62	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	26.20	0.25	0.47	0.00	0.34	0.64	12.56	16.44	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.30	0.30	0.00	0.36	0.36	0.47	0.54	0.00	0.00
d, Delay for Lane Group [s/veh]	85.78	2.06	2.28	0.00	2.40	2.71	71.27	75.05	0.00	0.00
Lane Group LOS	F	A	A	A	A	A	E	E	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.15	0.97	1.12	0.00	1.39	1.60	0.45	0.54	0.00	0.00
50th-Percentile Queue Length [ft/ln]	3.69	24.30	28.03	0.00	34.83	39.88	11.30	13.52	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.27	1.75	2.02	0.00	2.51	2.87	0.81	0.97	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.65	43.75	50.45	0.00	62.69	71.78	20.34	24.33	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	85.78	2.14	2.28	0.00	2.50	2.71	71.27	75.05	75.05	0.00	0.00	0.00
Movement LOS	F	A	A	A	A	A	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.32		2.50		73.31		0.00					
Approach LOS	A		A		E		A					
d_I, Intersection Delay [s/veh]	3.01											
Intersection LOS	A											
Intersection V/C	0.367											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	3.256	3.257	1.968	1.955
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1350	1233	217	100
d_b, Bicycle Delay [s]	6.34	8.82	47.70	54.15
I_b,int, Bicycle LOS Score for Intersection	2.326	2.493	1.603	1.560
Bicycle LOS	B	B	A	A

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.03	1.03
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	4	10
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	4	10
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3
Total Analysis Volume [veh/h]	4	11
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	7	2	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	24	2	0	21
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	0	7	1	0	6
Total Analysis Volume [veh/h]	3	0	26	2	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.75	8.43	0.00	0.00	7.25	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.23	0.23	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.75		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	7	0	4	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	24	0	4	21
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	4	7	0	1	6
Total Analysis Volume [veh/h]	0	15	26	0	4	23
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	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.83	8.46	0.00	0.00	7.25	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]	1.08	1.08	0.00	0.00	0.19	0.19
d_A, Approach Delay [s/veh]	8.46		0.00		1.07	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.29					
Intersection LOS	A					

**Level of Service Work
Sheets for Option 2**

**Level of Service Work
Sheets- Existing
Condition**

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	2.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.147

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	↔			↔			↔			↔		
Lane Configuration	↔			↔			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	350	14	0	89	0	0	0	0	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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]	0	361	14	0	92	0	0	0	0	0	0	4
Peak Hour Factor	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	107	4	0	27	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	428	17	0	109	0	0	0	0	0	0	5
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 major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	33	0	19	32	0	19	19	0	19	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	73	73	0	73	73	0	1	0	1
g / C, Green / Cycle	0.00	0.81	0.81	0.00	0.81	0.81	0.00	0.01	0.00	0.01
(v / s)_i Volume / Saturation Flow Rate	0.00	0.12	0.12	0.00	0.03	0.03	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	1900	1875	1810	1900	1900	1810	1900	1810	1615
c, Capacity [veh/h]	2	1543	1522	2	1543	1543	2	15	2	13
d1, Uniform Delay [s]	0.00	1.80	1.80	0.00	1.64	1.64	0.00	0.00	0.00	44.52
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.20	0.20	0.00	0.04	0.04	0.00	0.00	0.00	18.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.14	0.15	0.00	0.04	0.04	0.00	0.00	0.00	0.39
d, Delay for Lane Group [s/veh]	0.00	2.00	2.01	0.00	1.68	1.68	0.00	0.00	0.00	63.23
Lane Group LOS	A	A	A	A	A	A	A	A	A	E
Critical Lane Group	No	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.42	0.42	0.00	0.09	0.09	0.00	0.00	0.00	0.18
50th-Percentile Queue Length [ft/ln]	0.00	10.47	10.41	0.00	2.31	2.31	0.00	0.00	0.00	4.40
95th-Percentile Queue Length [veh/ln]	0.00	0.75	0.75	0.00	0.17	0.17	0.00	0.00	0.00	0.32
95th-Percentile Queue Length [ft/ln]	0.00	18.85	18.74	0.00	4.15	4.15	0.00	0.00	0.00	7.92

Movement, Approach, & Intersection Results

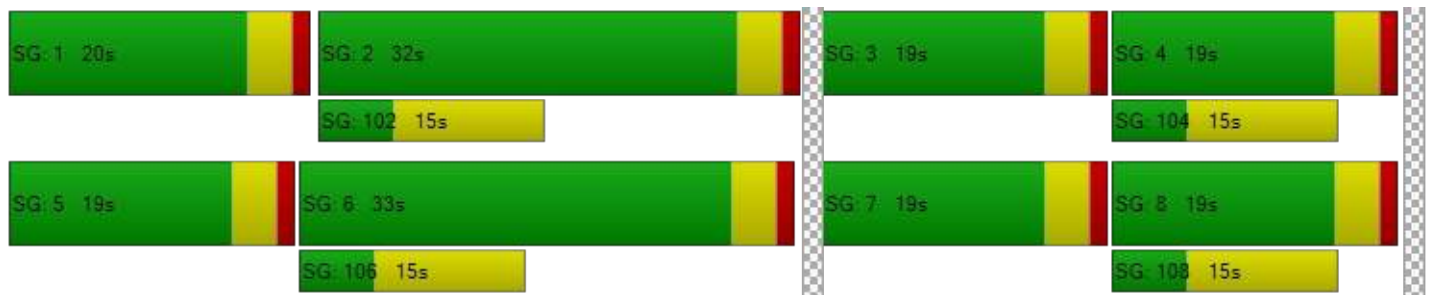
d_M, Delay for Movement [s/veh]	0.00	2.00	2.01	0.00	1.68	1.68	0.00	0.00	0.00	0.00	63.23	63.23
Movement LOS	A	A	A	A	A	A	A	A	A	A	E	E
d_A, Approach Delay [s/veh]	2.00		1.68		0.00		63.23					
Approach LOS	A		A		A		E					
d_I, Intersection Delay [s/veh]	2.49											
Intersection LOS	A											
Intersection V/C	0.147											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0		9.0		9.0		9.0					
M_corner, Corner Circulation Area [ft ² /ped]	0.00		0.00		0.00		0.00					
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00		0.00		0.00		0.00					
d_p, Pedestrian Delay [s]	36.45		36.45		36.45		36.45					
I_p,int, Pedestrian LOS Score for Intersection	2.445		2.442		1.942		1.949					
Crosswalk LOS	B		B		A		A					
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000					
c_b, Capacity of the bicycle lane [bicycles/h]	644		622		333		333					
d_b, Bicycle Delay [s]	20.67		21.36		31.25		31.25					
I_b,int, Bicycle LOS Score for Intersection	1.927		1.650		1.560		1.568					
Bicycle LOS	A		A		A		A					

Sequence

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



Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	2	0	40	1	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
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	0	41	1	0	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	0	11	0	0	2
Total Analysis Volume [veh/h]	2	0	45	1	0	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	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.76	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.16	0.16	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.76		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	2.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	↔↔↔			↔↔↔			↔↔			↔↔		
Lane Configuration	↔↔↔			↔↔↔			↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	1334	0	0	493	1	7	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
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]	2	1414	0	0	523	1	7	0	8	0	0	0
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	363	0	0	134	0	2	0	2	0	0	0
Total Analysis Volume [veh/h]	2	1452	0	0	537	1	7	0	8	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	33	0	19	32	0	19	19	0	19	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	73	73	0	73	73	1	1	0	0
g / C, Green / Cycle	0.00	0.81	0.81	0.00	0.81	0.81	0.01	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.26	0.26	0.00	0.10	0.10	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1898	1810	1615	1810	1900
c, Capacity [veh/h]	7	2925	1536	2	2915	1530	19	18	2	5
d1, Uniform Delay [s]	44.78	2.24	2.24	0.00	1.88	1.88	44.34	44.28	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.05	0.30	0.56	0.00	0.09	0.16	12.10	15.20	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.33	0.33	0.00	0.12	0.12	0.38	0.43	0.00	0.00
d, Delay for Lane Group [s/veh]	63.82	2.54	2.81	0.00	1.97	2.05	56.43	59.48	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	E	E	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.08	0.88	1.04	0.00	0.28	0.33	0.22	0.25	0.00	0.00
50th-Percentile Queue Length [ft/ln]	2.03	22.09	26.06	0.00	6.97	8.13	5.41	6.34	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.15	1.59	1.88	0.00	0.50	0.59	0.39	0.46	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.66	39.76	46.91	0.00	12.54	14.64	9.74	11.42	0.00	0.00

Movement, Approach, & Intersection Results

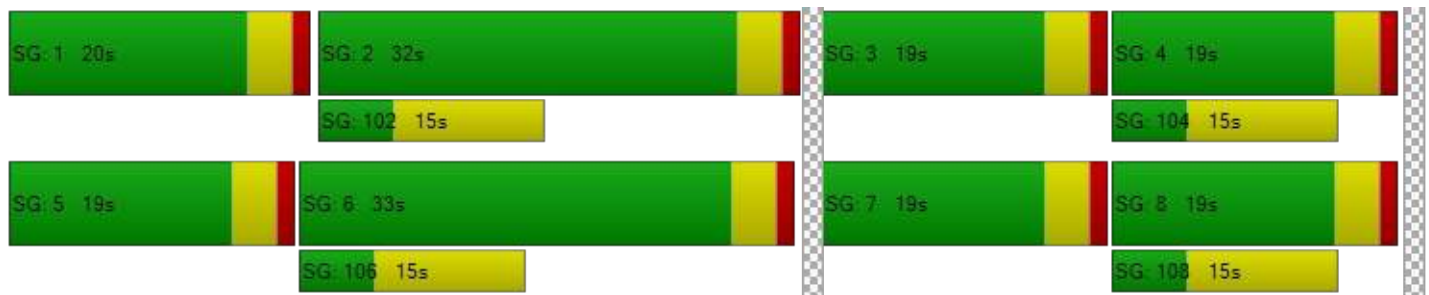
d_M, Delay for Movement [s/veh]	63.82	2.63	2.81	0.00	2.00	2.05	56.43	59.48	59.48	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.72			2.00			58.06			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	2.94											
Intersection LOS	A											
Intersection V/C	0.326											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.45			36.45			36.45			36.45		
I_p,int, Pedestrian LOS Score for Intersection	3.013			3.013			1.948			1.942		
Crosswalk LOS	C			C			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	644			622			333			333		
d_b, Bicycle Delay [s]	20.67			21.36			31.25			31.25		
I_b,int, Bicycle LOS Score for Intersection	2.359			1.856			1.584			1.560		
Bicycle LOS	B			A			A			A		

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.00	1.00
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	42	0	0	9
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	0	11	0	0	2
Total Analysis Volume [veh/h]	0	0	46	0	0	10
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.76	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	42	0	0	9
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	0	11	0	0	2
Total Analysis Volume [veh/h]	0	0	46	0	0	10
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.76	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: Indian Street (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	2.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.113

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	↔			↔			↔			↔		
Lane Configuration	↔			↔			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	235	5	0	289	0	0	0	0	0	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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]	0	242	5	0	298	0	0	0	0	0	0	6
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	68	1	0	84	0	0	0	0	0	0	2
Total Analysis Volume [veh/h]	0	273	6	0	337	0	0	0	0	0	0	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	33	0	19	32	0	19	19	0	19	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	73	73	0	73	73	0	1	0	1
g / C, Green / Cycle	0.00	0.81	0.81	0.00	0.81	0.81	0.00	0.01	0.00	0.01
(v / s)_i Volume / Saturation Flow Rate	0.00	0.07	0.07	0.00	0.09	0.09	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	1900	1886	1810	1900	1900	1810	1900	1810	1615
c, Capacity [veh/h]	2	1538	1527	2	1538	1538	2	19	2	17
d1, Uniform Delay [s]	0.00	1.76	1.76	0.00	1.79	1.79	0.00	0.00	0.00	44.36
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.12	0.12	0.00	0.14	0.14	0.00	0.00	0.00	16.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.09	0.09	0.00	0.11	0.11	0.00	0.00	0.00	0.42
d, Delay for Lane Group [s/veh]	0.00	1.88	1.88	0.00	1.94	1.94	0.00	0.00	0.00	60.59
Lane Group LOS	A	A	A	A	A	A	A	A	A	E
Critical Lane Group	No	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.26	0.26	0.00	0.32	0.32	0.00	0.00	0.00	0.23
50th-Percentile Queue Length [ft/ln]	0.00	6.45	6.44	0.00	7.91	7.91	0.00	0.00	0.00	5.71
95th-Percentile Queue Length [veh/ln]	0.00	0.46	0.46	0.00	0.57	0.57	0.00	0.00	0.00	0.41
95th-Percentile Queue Length [ft/ln]	0.00	11.61	11.59	0.00	14.24	14.24	0.00	0.00	0.00	10.28

Movement, Approach, & Intersection Results

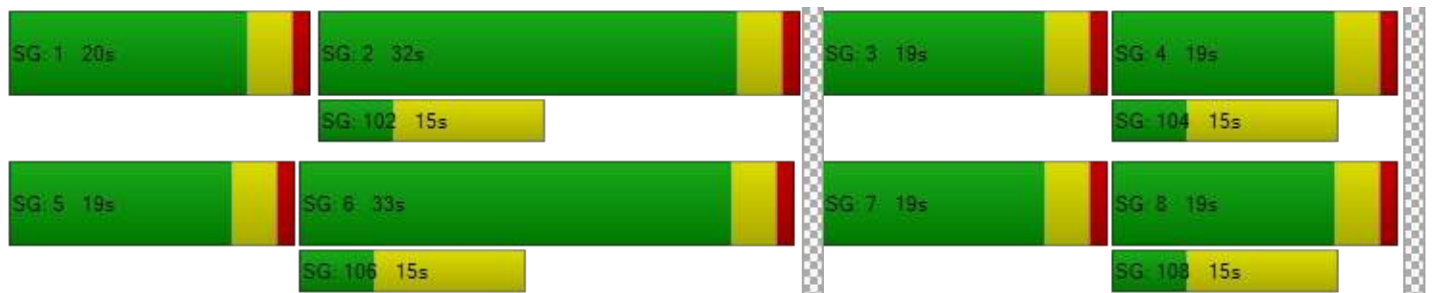
d_M, Delay for Movement [s/veh]	0.00	1.88	1.88	0.00	1.94	1.94	0.00	0.00	0.00	0.00	60.59	60.59
Movement LOS	A	A	A	A	A	A	A	A	A	A	E	E
d_A, Approach Delay [s/veh]	1.88		1.94		0.00		60.59					
Approach LOS	A		A		A		E					
d_I, Intersection Delay [s/veh]	2.57											
Intersection LOS	A											
Intersection V/C	0.113											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0		9.0		9.0		9.0					
M_corner, Corner Circulation Area [ft ² /ped]	0.00		0.00		0.00		0.00					
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00		0.00		0.00		0.00					
d_p, Pedestrian Delay [s]	36.45		36.45		36.45		36.45					
I_p,int, Pedestrian LOS Score for Intersection	2.462		2.462		1.942		1.946					
Crosswalk LOS	B		B		A		A					
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000					
c_b, Capacity of the bicycle lane [bicycles/h]	644		622		333		333					
d_b, Bicycle Delay [s]	20.67		21.36		31.25		31.25					
I_b,int, Bicycle LOS Score for Intersection	1.790		1.838		1.560		1.571					
Bicycle LOS	A		A		A		A					

Sequence

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



Intersection Level Of Service Report
Intersection 2: Barrett Street (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	1	0	14	2	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
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	0	14	2	0	8
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	0	4	1	0	2
Total Analysis Volume [veh/h]	1	0	15	2	0	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.62	8.37	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.62		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Blvd (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	2.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.279

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	822	0	0	1146	4	2	0	4	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
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]	2	871	0	0	1215	4	2	0	4	0	0	0
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	223	0	0	311	1	1	0	1	0	0	0
Total Analysis Volume [veh/h]	2	891	0	0	1242	4	2	0	4	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	33	0	19	32	0	19	19	0	19	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	73	73	0	73	73	0	1	0	0
g / C, Green / Cycle	0.00	0.82	0.82	0.00	0.81	0.81	0.00	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.16	0.16	0.00	0.23	0.23	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1897	1810	1615	1810	1900
c, Capacity [veh/h]	7	2942	1545	2	2933	1538	7	11	2	7
d1, Uniform Delay [s]	44.78	1.87	1.87	0.00	2.09	2.09	44.78	44.61	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.05	0.15	0.29	0.00	0.24	0.45	19.05	20.32	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.20	0.20	0.00	0.28	0.28	0.27	0.37	0.00	0.00
d, Delay for Lane Group [s/veh]	63.82	2.02	2.16	0.00	2.33	2.54	63.82	64.93	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	E	E	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.08	0.43	0.51	0.00	0.69	0.82	0.08	0.15	0.00	0.00
50th-Percentile Queue Length [ft/ln]	2.03	10.79	12.80	0.00	17.32	20.45	2.07	3.71	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.15	0.78	0.92	0.00	1.25	1.47	0.15	0.27	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.66	19.42	23.04	0.00	31.17	36.82	3.72	6.68	0.00	0.00

Movement, Approach, & Intersection Results

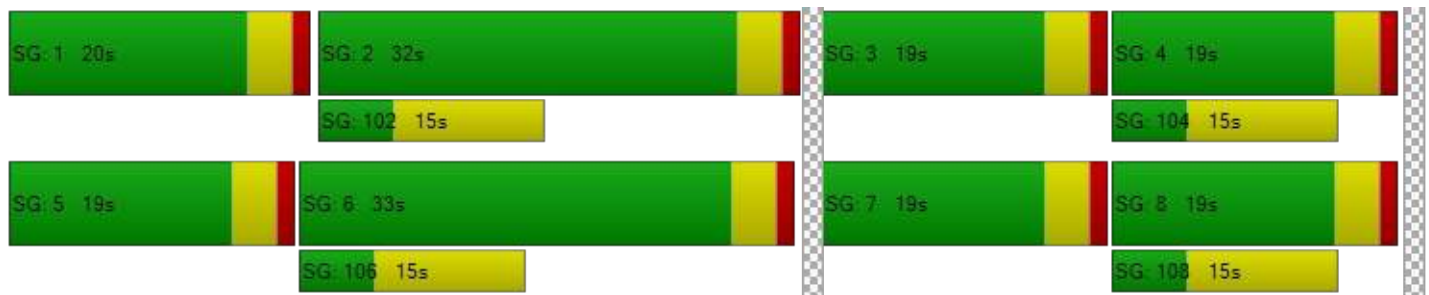
d_M, Delay for Movement [s/veh]	63.82	2.07	2.16	0.00	2.40	2.54	63.82	64.93	64.93	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.21			2.40			64.56			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	2.49											
Intersection LOS	A											
Intersection V/C	0.279											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.45			36.45			36.45			36.45		
I_p,int, Pedestrian LOS Score for Intersection	3.042			3.042			1.946			1.942		
Crosswalk LOS	C			C			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	644			622			333			333		
d_b, Bicycle Delay [s]	20.67			21.36			31.25			31.25		
I_b,int, Bicycle LOS Score for Intersection	2.051			2.245			1.570			1.560		
Bicycle LOS	B			B			A			A		

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Street (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.00	1.00
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	16	0	0	16
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	0	4	0	0	4
Total Analysis Volume [veh/h]	0	0	17	0	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.66	8.37	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	16	0	0	16
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	0	4	0	0	4
Total Analysis Volume [veh/h]	0	0	17	0	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.66	8.37	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

**Level of Service Work
Sheets- Existing Plus
Project Condition**

Intersection Level Of Service Report
Intersection 1: Indian Street (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	4.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.163

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	↔			↔			↔			↔		
Lane Configuration	↔			↔			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	350	14	0	89	0	0	0	0	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	13	0	0	0	0	0	2	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	361	20	13	92	0	0	0	0	2	0	8
Peak Hour Factor	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	107	6	4	27	0	0	0	0	1	0	2
Total Analysis Volume [veh/h]	0	428	24	15	109	0	0	0	0	2	0	9
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 major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	33	0	19	32	0	19	19	0	19	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	71	71	2	73	73	0	1	0	1
g / C, Green / Cycle	0.00	0.79	0.79	0.02	0.81	0.81	0.00	0.01	0.00	0.01
(v / s)_i Volume / Saturation Flow Rate	0.00	0.12	0.12	0.01	0.03	0.03	0.00	0.00	0.00	0.01
s, saturation flow rate [veh/h]	1810	1900	1865	1810	1900	1900	1810	1900	1810	1615
c, Capacity [veh/h]	2	1501	1473	34	1534	1534	2	19	7	20
d1, Uniform Delay [s]	0.00	2.26	2.26	43.78	1.72	1.72	0.00	0.00	44.78	44.21
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.21	0.22	8.76	0.04	0.04	0.00	0.00	19.05	14.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.15	0.15	0.44	0.04	0.04	0.00	0.00	0.27	0.44
d, Delay for Lane Group [s/veh]	0.00	2.47	2.48	52.53	1.76	1.76	0.00	0.00	63.82	58.75
Lane Group LOS	A	A	A	D	A	A	A	A	E	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.57	0.57	0.40	0.10	0.10	0.00	0.00	0.08	0.28
50th-Percentile Queue Length [ft/ln]	0.00	14.33	14.19	10.09	2.48	2.48	0.00	0.00	2.07	6.99
95th-Percentile Queue Length [veh/ln]	0.00	1.03	1.02	0.73	0.18	0.18	0.00	0.00	0.15	0.50
95th-Percentile Queue Length [ft/ln]	0.00	25.80	25.55	18.17	4.46	4.46	0.00	0.00	3.72	12.57

Movement, Approach, & Intersection Results

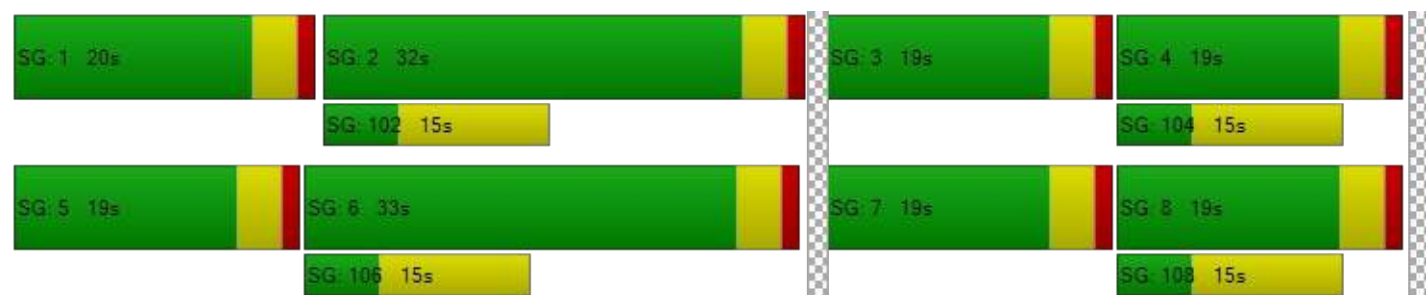
d_M, Delay for Movement [s/veh]	0.00	2.48	2.48	52.53	1.76	1.76	0.00	0.00	0.00	63.82	58.75	58.75
Movement LOS	A	A	A	D	A	A	A	A	A	E	E	E
d_A, Approach Delay [s/veh]	2.48			7.91			0.00			59.68		
Approach LOS	A			A			A			E		
d_I, Intersection Delay [s/veh]	4.70											
Intersection LOS	A											
Intersection V/C	0.163											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.45			36.45			36.45			36.45		
I_p,int, Pedestrian LOS Score for Intersection	2.448			2.447			1.942			1.958		
Crosswalk LOS	B			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	644			622			333			333		
d_b, Bicycle Delay [s]	20.67			21.36			31.25			31.25		
I_b,int, Bicycle LOS Score for Intersection	1.933			1.662			1.560			1.578		
Bicycle LOS	A			A			A			A		

Sequence

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



Intersection Level Of Service Report
Intersection 2: Barrett Street (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	2	0	40	1	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	10	10	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	51	11	0	10
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	0	14	3	0	3
Total Analysis Volume [veh/h]	5	0	55	12	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.86	8.59	0.00	0.00	7.33	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.40	0.40	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.86		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Blvd (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	3.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.327

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	1334	0	0	493	1	7	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	0	0	3	1	0	1	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]	5	1414	0	0	523	4	8	0	9	0	0	0
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	363	0	0	134	1	2	0	2	0	0	0
Total Analysis Volume [veh/h]	5	1452	0	0	537	4	8	0	9	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	33	0	19	32	0	19	19	0	19	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	73	73	0	72	72	1	1	0	0
g / C, Green / Cycle	0.01	0.81	0.81	0.00	0.80	0.80	0.01	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.26	0.26	0.00	0.10	0.10	0.00	0.01	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1893	1810	1615	1810	1900
c, Capacity [veh/h]	14	2921	1534	2	2897	1516	21	20	2	5
d1, Uniform Delay [s]	44.51	2.27	2.27	0.00	1.98	1.98	44.26	44.21	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.08	0.30	0.57	0.00	0.09	0.17	11.37	14.45	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.33	0.33	0.00	0.12	0.12	0.39	0.44	0.00	0.00
d, Delay for Lane Group [s/veh]	58.58	2.57	2.84	0.00	2.07	2.15	55.63	58.66	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	E	E	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.16	0.90	1.06	0.00	0.31	0.35	0.24	0.28	0.00	0.00
50th-Percentile Queue Length [ft/ln]	4.06	22.55	26.55	0.00	7.63	8.83	6.03	6.98	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.29	1.62	1.91	0.00	0.55	0.64	0.43	0.50	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.31	40.59	47.79	0.00	13.73	15.90	10.85	12.56	0.00	0.00

Movement, Approach, & Intersection Results

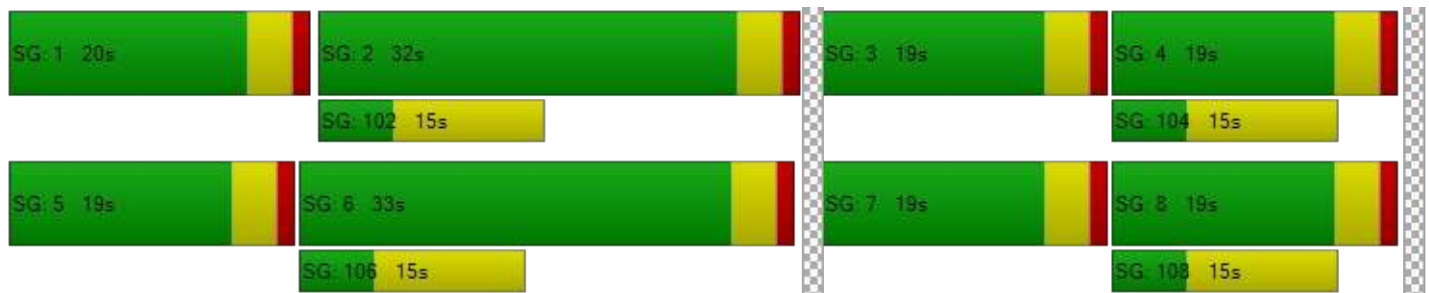
d_M, Delay for Movement [s/veh]	58.58	2.66	2.84	0.00	2.10	2.15	55.63	58.66	58.66	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.85			2.10			57.24			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	3.11											
Intersection LOS	A											
Intersection V/C	0.327											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.45			36.45			36.45			36.45		
I_p,int, Pedestrian LOS Score for Intersection	3.014			3.013			1.950			1.942		
Crosswalk LOS	C			C			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	644			622			333			333		
d_b, Bicycle Delay [s]	20.67			21.36			31.25			31.25		
I_b,int, Bicycle LOS Score for Intersection	2.361			1.857			1.588			1.560		
Bicycle LOS	B			A			A			A		

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Street (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.00	1.00
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	10	3
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	10	3
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1
Total Analysis Volume [veh/h]	11	3
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	10	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]	3	0	42	10	0	9
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	0	11	3	0	2
Total Analysis Volume [veh/h]	3	0	46	11	0	10
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.80	8.53	0.00	0.00	7.31	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.80		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	0	6	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	2	42	0	6	9
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	1	11	0	2	2
Total Analysis Volume [veh/h]	0	2	46	0	7	10
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.86	8.50	0.00	0.00	7.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.15	0.15	0.00	0.00	0.33	0.33
d_A, Approach Delay [s/veh]	8.50		0.00		3.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.05					
Intersection LOS	A					

Vistro File: G:\...\Warehouse With Signal.vistro
Report File: G:\...\EP-PM.pdf

Scenario 4 EP-PM
2/13/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Indian Street (NS) / Perry Street (EW)	Signalized	HCM 6th Edition	SB Left	0.124	5.1	A
2	Barrett Street (NS) / Perry Street	Two-way stop	HCM 6th Edition	NB Left	0.011	8.8	A
3	Perris Blvd (NS) / Perry Street (EW)	Signalized	HCM 6th Edition	NB Left	0.282	2.8	A
4	Barrett Street (NS) / South Project Driveway (EW)	Two-way stop	HCM 6th Edition	WB Right	0.000	0.0	A
5	West Project Driveway (NS) / Perry Street (EW)	Two-way stop	HCM 6th Edition	NB Left	0.011	8.7	A
6	East Project Driveway (NS) / Perry Street (EW)	Two-way stop	HCM 6th Edition	NB Right	0.007	8.4	A

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

Intersection Level Of Service Report
Intersection 1: Indian Street (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	5.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.124

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	↔			↔			↔			↔		
Lane Configuration	↔			↔			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	235	5	0	289	0	0	0	0	0	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	5	0	0	0	0	0	7	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	242	7	5	298	0	0	0	0	7	0	19
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	68	2	1	84	0	0	0	0	2	0	5
Total Analysis Volume [veh/h]	0	273	8	6	337	0	0	0	0	8	0	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	33	0	19	32	0	19	19	0	19	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	71	71	1	72	72	0	1	1	2
g / C, Green / Cycle	0.00	0.79	0.79	0.01	0.80	0.80	0.00	0.01	0.01	0.02
(v / s)_i Volume / Saturation Flow Rate	0.00	0.07	0.07	0.00	0.09	0.09	0.00	0.00	0.00	0.01
s, saturation flow rate [veh/h]	1810	1900	1881	1810	1900	1900	1810	1900	1810	1615
c, Capacity [veh/h]	2	1497	1483	16	1512	1512	2	26	21	39
d1, Uniform Delay [s]	0.00	2.19	2.19	44.42	2.06	2.06	0.00	0.00	44.26	43.51
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.12	0.13	12.98	0.15	0.15	0.00	0.00	11.37	11.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.09	0.09	0.36	0.11	0.11	0.00	0.00	0.39	0.54
d, Delay for Lane Group [s/veh]	0.00	2.31	2.31	57.40	2.21	2.21	0.00	0.00	55.63	54.70
Lane Group LOS	A	A	A	E	A	A	A	A	E	D
Critical Lane Group	No	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.34	0.34	0.19	0.38	0.38	0.00	0.00	0.24	0.58
50th-Percentile Queue Length [ft/ln]	0.00	8.60	8.57	4.72	9.54	9.54	0.00	0.00	6.03	14.48
95th-Percentile Queue Length [veh/ln]	0.00	0.62	0.62	0.34	0.69	0.69	0.00	0.00	0.43	1.04
95th-Percentile Queue Length [ft/ln]	0.00	15.47	15.43	8.49	17.17	17.17	0.00	0.00	10.85	26.07

Movement, Approach, & Intersection Results

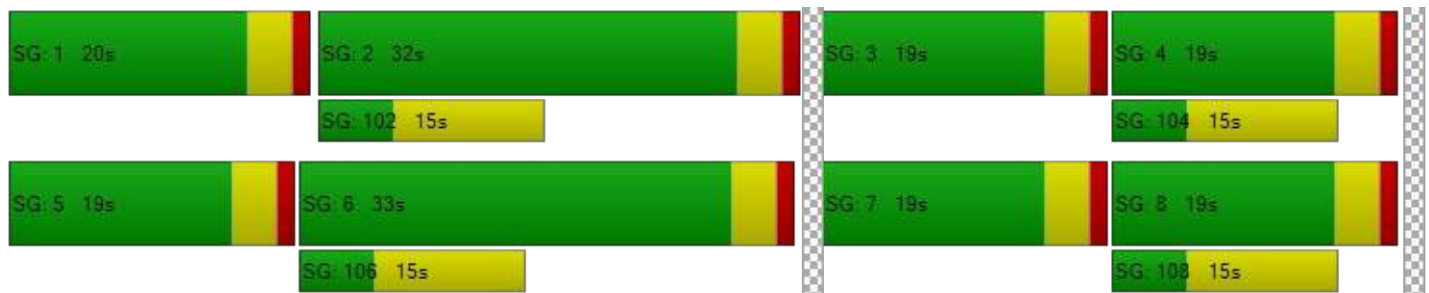
d_M, Delay for Movement [s/veh]	0.00	2.31	2.31	57.40	2.21	2.21	0.00	0.00	0.00	55.63	54.70	54.70
Movement LOS	A	A	A	E	A	A	A	A	A	E	D	D
d_A, Approach Delay [s/veh]	2.31			3.18			0.00			54.96		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	5.10											
Intersection LOS	A											
Intersection V/C	0.124											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.45			36.45			36.45			36.45		
I_p,int, Pedestrian LOS Score for Intersection	2.464			2.467			1.942			1.956		
Crosswalk LOS	B			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	644			622			333			333		
d_b, Bicycle Delay [s]	20.67			21.36			31.25			31.25		
I_b,int, Bicycle LOS Score for Intersection	1.791			1.843			1.560			1.607		
Bicycle LOS	A			A			A			A		

Sequence




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



Intersection Level Of Service Report
Intersection 2: Barrett Street (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	4	4	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	20	4	0	19
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]	3	0	5	1	0	5
Total Analysis Volume [veh/h]	11	0	22	4	0	21
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]	8.75	8.44	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	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.86	0.86	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.75		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.66					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Blvd (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	2.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.282

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	822	0	0	1146	4	2	0	4	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	1	3	0	3	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]	3	871	0	0	1215	5	5	0	7	0	0	0
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	223	0	0	311	1	1	0	2	0	0	0
Total Analysis Volume [veh/h]	3	891	0	0	1242	5	5	0	7	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	33	0	19	32	0	19	19	0	19	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	73	73	0	73	73	1	1	0	0
g / C, Green / Cycle	0.00	0.81	0.81	0.00	0.81	0.81	0.01	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.16	0.16	0.00	0.23	0.23	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1896	1810	1615	1810	1900
c, Capacity [veh/h]	10	2929	1538	2	2915	1528	14	17	2	7
d1, Uniform Delay [s]	44.68	1.95	1.95	0.00	2.20	2.20	44.51	44.36	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.14	0.15	0.29	0.00	0.24	0.46	14.08	16.12	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.20	0.20	0.00	0.28	0.28	0.35	0.42	0.00	0.00
d, Delay for Lane Group [s/veh]	61.83	2.10	2.24	0.00	2.44	2.66	58.58	60.48	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	E	E	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.11	0.46	0.55	0.00	0.76	0.89	0.17	0.23	0.00	0.00
50th-Percentile Queue Length [ft/ln]	2.75	11.59	13.65	0.00	19.00	22.23	4.15	5.71	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.20	0.83	0.98	0.00	1.37	1.60	0.30	0.41	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.96	20.86	24.57	0.00	34.20	40.02	7.46	10.27	0.00	0.00

Movement, Approach, & Intersection Results

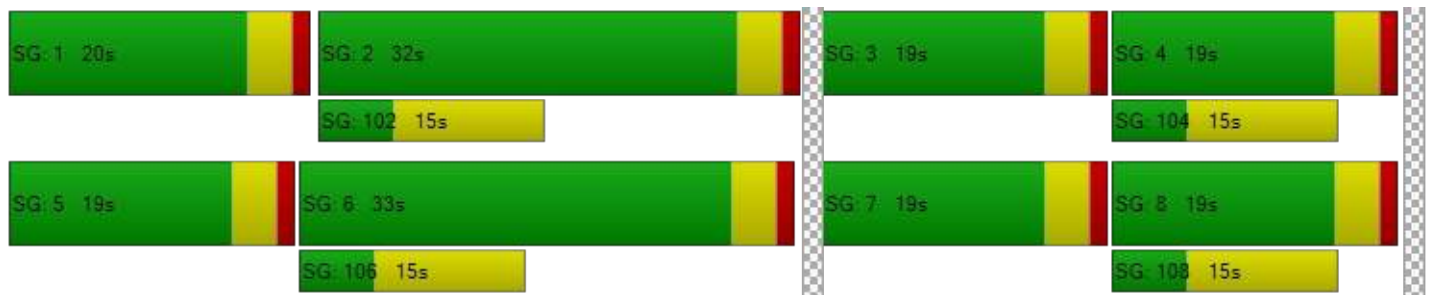
d_M, Delay for Movement [s/veh]	61.83	2.15	2.24	0.00	2.52	2.66	58.58	60.48	60.48	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.35		2.52		59.69		0.00					
Approach LOS	A		A		E		A					
d_I, Intersection Delay [s/veh]	2.77											
Intersection LOS	A											
Intersection V/C	0.282											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	3.043	3.043	1.948	1.942
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	622	333	333
d_b, Bicycle Delay [s]	20.67	21.36	31.25	31.25
I_b,int, Bicycle LOS Score for Intersection	2.051	2.245	1.579	1.560
Bicycle LOS	B	B	A	A

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Street (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.00	1.00
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	4	10
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	4	10
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3
Total Analysis Volume [veh/h]	4	11
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	0	4	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]	10	0	16	4	0	16
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]	3	0	4	1	0	4
Total Analysis Volume [veh/h]	11	0	17	4	0	17
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]	8.71	8.42	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.85	0.85	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.71		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.95					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	0	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	7	16	0	2	16
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	2	4	0	1	4
Total Analysis Volume [veh/h]	0	8	17	0	2	17
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	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.71	8.40	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.57	0.57	0.00	0.00	0.09	0.09
d_A, Approach Delay [s/veh]	8.40		0.00		0.76	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.86					
Intersection LOS	A					

**Level of Service Work
Sheets- Existing Plus
Ambient Growth Plus
Cumulative Projects
Condition**

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	5.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.269

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	↔			↔			↔			↔		
Lane Configuration	↔			↔			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	350	14	0	89	0	0	0	0	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	257	0	0	231	7	25	0	25	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]	7	628	15	0	325	7	25	0	25	0	0	4
Peak Hour Factor	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430
Other Adjustment Factor	1.0000	1.0000	1.0000	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	186	4	0	96	2	7	0	7	0	0	1
Total Analysis Volume [veh/h]	8	745	18	0	386	8	30	0	30	0	0	5
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 major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	33	0	19	32	0	19	19	0	19	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	71	71	0	70	70	3	3	0	1
g / C, Green / Cycle	0.01	0.78	0.78	0.00	0.77	0.77	0.03	0.04	0.00	0.01
(v / s)_i Volume / Saturation Flow Rate	0.00	0.20	0.20	0.00	0.10	0.10	0.02	0.02	0.00	0.00
s, saturation flow rate [veh/h]	1810	1900	1884	1810	1900	1886	1810	1615	1810	1615
c, Capacity [veh/h]	21	1487	1475	2	1468	1457	56	60	2	13
d1, Uniform Delay [s]	44.26	2.67	2.67	0.00	2.60	2.60	43.08	42.58	0.00	44.52
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.37	0.42	0.42	0.00	0.19	0.19	7.91	6.25	0.00	18.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.26	0.26	0.00	0.13	0.13	0.54	0.50	0.00	0.39
d, Delay for Lane Group [s/veh]	55.63	3.09	3.09	0.00	2.79	2.80	50.99	48.84	0.00	63.23
Lane Group LOS	E	A	A	A	A	A	D	D	A	E
Critical Lane Group	No	No	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.24	1.16	1.15	0.00	0.59	0.58	0.77	0.75	0.00	0.18
50th-Percentile Queue Length [ft/ln]	5.94	28.97	28.78	0.00	14.65	14.61	19.36	18.83	0.00	4.40
95th-Percentile Queue Length [veh/ln]	0.43	2.09	2.07	0.00	1.06	1.05	1.39	1.36	0.00	0.32
95th-Percentile Queue Length [ft/ln]	10.69	52.15	51.80	0.00	26.38	26.29	34.86	33.90	0.00	7.92

Movement, Approach, & Intersection Results

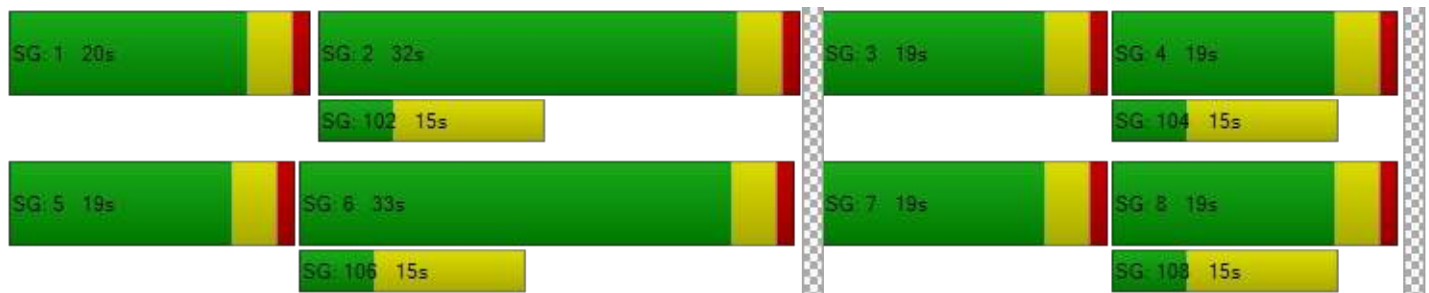
d_M, Delay for Movement [s/veh]	55.63	3.09	3.09	0.00	2.79	2.80	50.99	48.84	48.84	0.00	63.23	63.23
Movement LOS	E	A	A	A	A	A	D	D	D	A	E	E
d_A, Approach Delay [s/veh]	3.63			2.79			49.91			63.23		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	5.86											
Intersection LOS	A											
Intersection V/C	0.269											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.45			36.45			36.45			36.45		
I_p,int, Pedestrian LOS Score for Intersection	2.610			2.607			1.966			1.949		
Crosswalk LOS	B			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	644			622			333			333		
d_b, Bicycle Delay [s]	20.67			21.36			31.25			31.25		
I_b,int, Bicycle LOS Score for Intersection	2.196			1.885			1.659			1.568		
Bicycle LOS	B			A			A			A		

Sequence

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



Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	2	0	40	0	1	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
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	0	42	0	1	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	0	11	0	0	2
Total Analysis Volume [veh/h]	2	0	46	0	1	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	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.77	8.51	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.16	0.16	0.00	0.00	0.05	0.05
d_A, Approach Delay [s/veh]	8.77		0.00		0.81	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	3.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.394

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔↔			↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	1334	0	0	493	1	7	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	257	0	0	190	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]	2	1711	0	0	727	1	8	0	9	0	0	0
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	439	0	0	187	0	2	0	2	0	0	0
Total Analysis Volume [veh/h]	2	1757	0	0	746	1	8	0	9	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	53	0	9	53	0	9	19	0	9	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	73	73	0	73	73	1	1	0	0
g / C, Green / Cycle	0.00	0.81	0.81	0.00	0.81	0.81	0.01	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.32	0.32	0.00	0.14	0.14	0.00	0.01	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1899	1810	1615	1810	1900
c, Capacity [veh/h]	7	2921	1534	2	2911	1528	21	20	2	5
d1, Uniform Delay [s]	44.78	2.45	2.45	0.00	1.99	1.99	44.26	44.21	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.05	0.40	0.76	0.00	0.13	0.24	11.37	14.45	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.39	0.39	0.00	0.17	0.17	0.39	0.44	0.00	0.00
d, Delay for Lane Group [s/veh]	63.82	2.85	3.22	0.00	2.11	2.23	55.63	58.66	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	E	E	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.08	1.18	1.40	0.00	0.41	0.48	0.24	0.28	0.00	0.00
50th-Percentile Queue Length [ft/ln]	2.03	29.62	34.96	0.00	10.31	12.03	6.03	6.98	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.15	2.13	2.52	0.00	0.74	0.87	0.43	0.50	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.66	53.31	62.92	0.00	18.56	21.65	10.85	12.56	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.82	2.98	3.22	0.00	2.15	2.23	55.63	58.66	58.66	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	3.05			2.15			57.24			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	3.15											
Intersection LOS	A											
Intersection V/C	0.394											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			36.45			36.45		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.948			1.942		
Crosswalk LOS	F			F			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1089			1089			333			333		
d_b, Bicycle Delay [s]	9.34			9.34			31.25			31.25		
I_b,int, Bicycle LOS Score for Intersection	2.527			1.970			1.588			1.560		
Bicycle LOS	B			A			A			A		

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.03	1.03
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	43	0	0	10
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	0	12	0	0	3
Total Analysis Volume [veh/h]	0	0	47	0	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.77	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.64		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	43	0	0	10
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	0	12	0	0	3
Total Analysis Volume [veh/h]	0	0	47	0	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.77	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.64		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	5.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	↔			↔			↔			↔		
Lane Configuration	↔			↔			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	235	5	0	289	0	0	0	0	0	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	464	0	0	557	8	21	0	21	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]	8	713	5	0	863	8	21	0	21	0	0	6
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	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	201	1	0	244	2	6	0	6	0	0	2
Total Analysis Volume [veh/h]	9	806	6	0	975	9	24	0	24	0	0	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	33	0	19	32	0	19	19	0	19	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	71	71	0	70	70	2	3	0	1
g / C, Green / Cycle	0.01	0.79	0.79	0.00	0.78	0.78	0.03	0.03	0.00	0.01
(v / s)_i Volume / Saturation Flow Rate	0.00	0.21	0.21	0.00	0.26	0.26	0.01	0.01	0.00	0.00
s, saturation flow rate [veh/h]	1810	1900	1895	1810	1900	1894	1810	1615	1810	1615
c, Capacity [veh/h]	23	1491	1487	2	1469	1465	48	57	2	17
d1, Uniform Delay [s]	44.18	2.66	2.66	0.00	3.13	3.13	43.31	42.59	0.00	44.36
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.78	0.45	0.45	0.00	0.62	0.62	7.88	4.83	0.00	16.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.27	0.27	0.00	0.34	0.34	0.50	0.42	0.00	0.42
d, Delay for Lane Group [s/veh]	54.96	3.11	3.12	0.00	3.75	3.75	51.19	47.41	0.00	60.59
Lane Group LOS	D	A	A	A	A	A	D	D	A	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.26	1.23	1.22	0.00	1.78	1.77	0.63	0.59	0.00	0.23
50th-Percentile Queue Length [ft/ln]	6.54	30.65	30.58	0.00	44.38	44.26	15.69	14.87	0.00	5.71
95th-Percentile Queue Length [veh/ln]	0.47	2.21	2.20	0.00	3.20	3.19	1.13	1.07	0.00	0.41
95th-Percentile Queue Length [ft/ln]	11.77	55.16	55.05	0.00	79.88	79.66	28.24	26.77	0.00	10.28

Movement, Approach, & Intersection Results

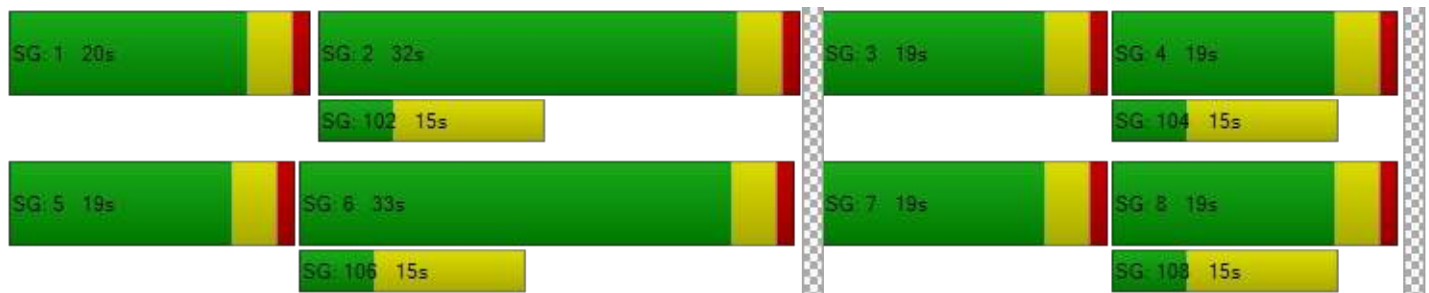
d_M, Delay for Movement [s/veh]	54.96	3.12	3.12	0.00	3.75	3.75	51.19	47.41	47.41	0.00	60.59	60.59
Movement LOS	D	A	A	A	A	A	D	D	D	A	E	E
d_A, Approach Delay [s/veh]	3.68		3.75		49.30		60.59					
Approach LOS	A		A		D		E					
d_I, Intersection Delay [s/veh]	5.11											
Intersection LOS	A											
Intersection V/C	0.343											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.775	2.775	1.963	1.946
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	622	333	333
d_b, Bicycle Delay [s]	20.67	21.36	31.25	31.25
I_b,int, Bicycle LOS Score for Intersection	2.237	2.371	1.639	1.571
Bicycle LOS	B	B	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	1	0	14	2	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
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	0	15	2	0	10
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	0	4	1	0	3
Total Analysis Volume [veh/h]	1	0	16	2	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.63	8.38	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	2.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.377

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	↔↔↔			↔↔↔			↔↔			↔↔		
Lane Configuration	↔↔↔			↔↔↔			↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	822	0	0	1146	4	2	0	4	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	464	0	0	401	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]	2	1360	0	0	1650	4	2	0	4	0	0	0
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	348	0	0	422	1	1	0	1	0	0	0
Total Analysis Volume [veh/h]	2	1391	0	0	1687	4	2	0	4	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	53	0	19	63	0	9	9	0	9	9	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	73	73	0	73	73	0	1	0	0
g / C, Green / Cycle	0.00	0.82	0.82	0.00	0.81	0.81	0.00	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.25	0.25	0.00	0.31	0.31	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1898	1810	1615	1810	1900
c, Capacity [veh/h]	7	2943	1545	2	2933	1538	7	11	2	7
d1, Uniform Delay [s]	44.78	2.10	2.10	0.00	2.33	2.33	44.78	44.61	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.05	0.27	0.52	0.00	0.37	0.71	19.05	20.50	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.31	0.31	0.00	0.38	0.38	0.27	0.38	0.00	0.00
d, Delay for Lane Group [s/veh]	63.82	2.37	2.62	0.00	2.70	3.04	63.82	65.11	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	E	E	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.08	0.76	0.90	0.00	1.05	1.25	0.08	0.15	0.00	0.00
50th-Percentile Queue Length [ft/ln]	2.03	18.97	22.59	0.00	26.37	31.26	2.07	3.72	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.15	1.37	1.63	0.00	1.90	2.25	0.15	0.27	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.66	34.15	40.66	0.00	47.46	56.28	3.72	6.70	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.82	2.46	2.62	0.00	2.82	3.04	63.82	65.11	65.11	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.55			2.82			64.68			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	2.82											
Intersection LOS	A											
Intersection V/C	0.377											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			36.45			36.45		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.946			1.942		
Crosswalk LOS	F			F			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1089			1311			111			111		
d_b, Bicycle Delay [s]	9.34			5.34			40.14			40.14		
I_b,int, Bicycle LOS Score for Intersection	2.326			2.490			1.570			1.560		
Bicycle LOS	B			B			A			A		

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.03	1.03
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	17	0	0	17
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	0	5	0	0	5
Total Analysis Volume [veh/h]	0	0	18	0	0	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.67	8.38	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	17	0	0	17
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	0	5	0	0	5
Total Analysis Volume [veh/h]	0	0	18	0	0	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.67	8.38	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

**Level of Service Work
Sheets- Existing Plus
Cumulative Projects Plus
Project Conditions**

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	7.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.285

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	↔			↔			↔			↔		
Lane Configuration	↔			↔			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	350	14	0	89	0	0	0	0	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	257	6	13	231	7	25	0	25	2	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	628	21	13	325	7	25	0	25	2	0	8
Peak Hour Factor	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430
Other Adjustment Factor	1.0000	1.0000	1.0000	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	186	6	4	96	2	7	0	7	1	0	2
Total Analysis Volume [veh/h]	8	745	25	15	386	8	30	0	30	2	0	9
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 major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	33	0	19	32	0	19	19	0	19	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	69	69	2	69	69	3	3	0	1
g / C, Green / Cycle	0.01	0.76	0.76	0.02	0.77	0.77	0.03	0.04	0.00	0.01
(v / s)_i Volume / Saturation Flow Rate	0.00	0.20	0.20	0.01	0.10	0.10	0.02	0.02	0.00	0.01
s, saturation flow rate [veh/h]	1810	1900	1878	1810	1900	1886	1810	1615	1810	1615
c, Capacity [veh/h]	21	1445	1429	34	1459	1449	56	63	7	20
d1, Uniform Delay [s]	44.26	3.25	3.25	43.78	2.71	2.71	43.08	42.41	44.78	44.21
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.37	0.46	0.46	8.76	0.19	0.19	7.91	5.41	19.05	14.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.27	0.27	0.44	0.14	0.14	0.54	0.47	0.27	0.45
d, Delay for Lane Group [s/veh]	55.63	3.70	3.71	52.53	2.90	2.91	50.99	47.82	63.82	58.79
Lane Group LOS	E	A	A	D	A	A	D	D	E	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.24	1.45	1.44	0.40	0.61	0.61	0.77	0.74	0.08	0.28
50th-Percentile Queue Length [ft/ln]	5.94	36.26	35.92	10.09	15.31	15.26	19.36	18.56	2.07	6.99
95th-Percentile Queue Length [veh/ln]	0.43	2.61	2.59	0.73	1.10	1.10	1.39	1.34	0.15	0.50
95th-Percentile Queue Length [ft/ln]	10.69	65.27	64.66	18.17	27.56	27.47	34.86	33.41	3.72	12.58

Movement, Approach, & Intersection Results

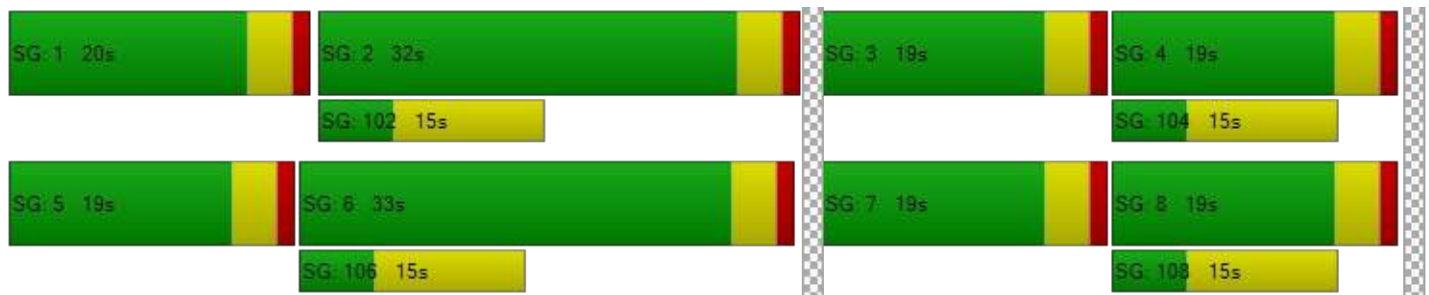
d_M, Delay for Movement [s/veh]	55.63	3.70	3.71	52.53	2.90	2.91	50.99	47.82	47.82	63.82	58.79	58.79
Movement LOS	E	A	A	D	A	A	D	D	D	E	E	E
d_A, Approach Delay [s/veh]	4.24		4.72		49.41		59.70					
Approach LOS	A		A		D		E					
d_I, Intersection Delay [s/veh]	7.04											
Intersection LOS	A											
Intersection V/C	0.285											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.612	2.612	1.966	1.958
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	622	333	333
d_b, Bicycle Delay [s]	20.67	21.36	31.25	31.25
I_b,int, Bicycle LOS Score for Intersection	2.201	1.897	1.659	1.578
Bicycle LOS	B	A	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	2	0	40	0	1	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	10	10	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	52	10	1	10
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	0	14	3	0	3
Total Analysis Volume [veh/h]	5	0	57	11	1	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.88	8.59	0.00	0.00	7.33	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.40	0.40	0.00	0.00	0.05	0.05
d_A, Approach Delay [s/veh]	8.88		0.00		0.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	3.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	1334	0	0	493	1	7	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	257	0	0	190	3	1	0	1	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]	5	1711	0	0	727	4	9	0	10	0	0	0
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	439	0	0	187	1	2	0	3	0	0	0
Total Analysis Volume [veh/h]	5	1757	0	0	746	4	9	0	10	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	53	0	9	53	0	9	19	0	9	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	73	73	0	72	72	1	1	0	0
g / C, Green / Cycle	0.01	0.81	0.81	0.00	0.80	0.80	0.01	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.32	0.32	0.00	0.14	0.14	0.00	0.01	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1895	1810	1615	1810	1900
c, Capacity [veh/h]	14	2917	1532	2	2893	1515	23	22	2	5
d1, Uniform Delay [s]	44.51	2.48	2.48	0.00	2.09	2.09	44.18	44.14	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.08	0.40	0.76	0.00	0.13	0.24	10.78	13.83	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.39	0.39	0.00	0.17	0.17	0.40	0.45	0.00	0.00
d, Delay for Lane Group [s/veh]	58.58	2.88	3.25	0.00	2.22	2.34	54.96	57.97	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	D	E	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.16	1.21	1.42	0.00	0.45	0.52	0.27	0.30	0.00	0.00
50th-Percentile Queue Length [ft/ln]	4.06	30.21	35.59	0.00	11.25	13.02	6.64	7.61	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.29	2.17	2.56	0.00	0.81	0.94	0.48	0.55	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.31	54.37	64.05	0.00	20.26	23.43	11.95	13.69	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.58	3.01	3.25	0.00	2.26	2.34	54.96	57.97	57.97	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	D	E	E	A	A	A
d_A, Approach Delay [s/veh]	3.17			2.26			56.55			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	3.30											
Intersection LOS	A											
Intersection V/C	0.395											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			36.45			36.45		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.951			1.942		
Crosswalk LOS	F			F			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1089			1089			333			333		
d_b, Bicycle Delay [s]	9.34			9.34			31.25			31.25		
I_b,int, Bicycle LOS Score for Intersection	2.529			1.972			1.591			1.560		
Bicycle LOS	B			A			A			A		

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name	Southbound	Westbound
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.03	1.03
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	10	3
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	10	3
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1
Total Analysis Volume [veh/h]	11	3
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	10	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]	3	0	43	10	0	10
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	0	12	3	0	3
Total Analysis Volume [veh/h]	3	0	47	11	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.81	8.54	0.00	0.00	7.31	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.81		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	41	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	0	6	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	2	43	0	6	10
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	1	12	0	2	3
Total Analysis Volume [veh/h]	0	2	47	0	7	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.87	8.51	0.00	0.00	7.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.15	0.15	0.00	0.00	0.34	0.34
d_A, Approach Delay [s/veh]	8.51		0.00		2.84	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.02					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: Indian Avenue (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	6.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	↔			↔			↔			↔		
Lane Configuration	↔			↔			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	235	5	0	289	0	0	0	0	0	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	464	2	5	557	8	21	0	21	7	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	713	7	5	863	8	21	0	21	7	0	19
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	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	201	2	1	244	2	6	0	6	2	0	5
Total Analysis Volume [veh/h]	9	806	8	6	975	9	24	0	24	8	0	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	33	0	19	32	0	19	19	0	19	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	69	69	1	69	69	2	3	1	2
g / C, Green / Cycle	0.01	0.76	0.76	0.01	0.76	0.76	0.03	0.04	0.01	0.02
(v / s)_i Volume / Saturation Flow Rate	0.00	0.21	0.21	0.00	0.26	0.26	0.01	0.01	0.00	0.01
s, saturation flow rate [veh/h]	1810	1900	1893	1810	1900	1894	1810	1615	1810	1615
c, Capacity [veh/h]	23	1450	1445	16	1443	1438	48	63	21	39
d1, Uniform Delay [s]	44.18	3.22	3.22	44.42	3.52	3.52	43.31	42.27	44.26	43.52
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.78	0.49	0.49	12.98	0.65	0.65	7.88	3.74	11.37	11.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.28	0.28	0.36	0.34	0.34	0.50	0.38	0.39	0.54
d, Delay for Lane Group [s/veh]	54.96	3.71	3.71	57.40	4.17	4.17	51.19	46.01	55.63	54.76
Lane Group LOS	D	A	A	E	A	A	D	D	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.26	1.52	1.51	0.19	2.01	2.01	0.63	0.58	0.24	0.58
50th-Percentile Queue Length [ft/ln]	6.54	37.94	37.83	4.72	50.29	50.15	15.69	14.54	6.03	14.49
95th-Percentile Queue Length [veh/ln]	0.47	2.73	2.72	0.34	3.62	3.61	1.13	1.05	0.43	1.04
95th-Percentile Queue Length [ft/ln]	11.77	68.30	68.10	8.49	90.52	90.26	28.24	26.17	10.85	26.09

Movement, Approach, & Intersection Results

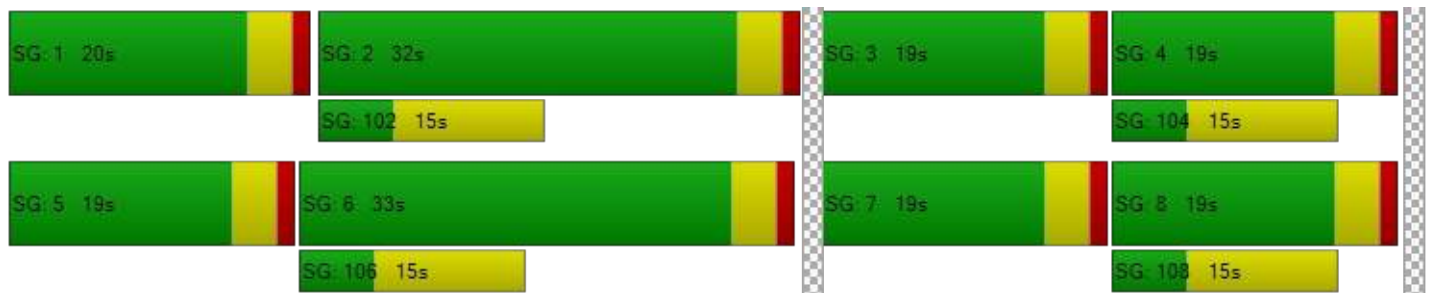
d_M, Delay for Movement [s/veh]	54.96	3.71	3.71	57.40	4.17	4.17	51.19	46.01	46.01	55.63	54.76	54.76
Movement LOS	D	A	A	E	A	A	D	D	D	E	D	D
d_A, Approach Delay [s/veh]	4.27			4.49			48.60			55.00		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	6.29											
Intersection LOS	A											
Intersection V/C	0.353											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.45			36.45			36.45			36.45		
I_p,int, Pedestrian LOS Score for Intersection	2.777			2.780			1.963			1.956		
Crosswalk LOS	C			C			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	644			622			333			333		
d_b, Bicycle Delay [s]	20.67			21.36			31.25			31.25		
I_b,int, Bicycle LOS Score for Intersection	2.239			2.376			1.639			1.607		
Bicycle LOS	B			B			A			A		

Sequence

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



Intersection Level Of Service Report
Intersection 2: Barrett Avenue (NS) / Perry Street

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	1	0	14	2	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	4	4	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	19	6	0	20
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]	3	0	5	2	0	5
Total Analysis Volume [veh/h]	12	0	21	7	0	22
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]	8.76	8.45	0.00	0.00	7.25	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]	0.94	0.94	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.76		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.70					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Perris Boulevard (NS) / Perry Street (EW)

Control Type:	Signalized	Delay (sec / veh):	3.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔↔			↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	2	822	0	0	1146	4	2	0	4	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	464	0	0	401	1	3	0	3	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]	3	1360	0	0	1650	5	5	0	7	0	0	0
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	348	0	0	422	1	1	0	2	0	0	0
Total Analysis Volume [veh/h]	3	1391	0	0	1687	5	5	0	7	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	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 Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	53	0	19	63	0	9	9	0	9	9	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	73	73	0	73	73	1	1	0	0
g / C, Green / Cycle	0.00	0.81	0.81	0.00	0.81	0.81	0.01	0.01	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.25	0.25	0.00	0.31	0.31	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1897	1810	1615	1810	1900
c, Capacity [veh/h]	10	2929	1538	2	2915	1528	14	17	2	7
d1, Uniform Delay [s]	44.68	2.18	2.18	0.00	2.46	2.46	44.51	44.36	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.14	0.28	0.53	0.00	0.38	0.72	14.08	16.21	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.31	0.31	0.00	0.38	0.38	0.35	0.42	0.00	0.00
d, Delay for Lane Group [s/veh]	61.83	2.46	2.71	0.00	2.84	3.18	58.58	60.58	0.00	0.00
Lane Group LOS	E	A	A	A	A	A	E	E	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.11	0.82	0.96	0.00	1.16	1.36	0.17	0.23	0.00	0.00
50th-Percentile Queue Length [ft/ln]	2.75	20.38	24.09	0.00	28.91	33.97	4.15	5.71	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.20	1.47	1.73	0.00	2.08	2.45	0.30	0.41	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.96	36.69	43.35	0.00	52.05	61.15	7.46	10.28	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.83	2.55	2.71	0.00	2.95	3.18	58.58	60.58	60.58	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	2.67		2.95		59.75		0.00					
Approach LOS	A		A		E		A					
d_I, Intersection Delay [s/veh]	3.05											
Intersection LOS	A											
Intersection V/C	0.380											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		9.0		9.0					
M_corner, Corner Circulation Area [ft ² /ped]	0.00		0.00		0.00		0.00					
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00		0.00		0.00		0.00					
d_p, Pedestrian Delay [s]	0.00		0.00		36.45		36.45					
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.948		1.942					
Crosswalk LOS	F		F		A		A					
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000					
c_b, Capacity of the bicycle lane [bicycles/h]	1089		1311		111		111					
d_b, Bicycle Delay [s]	9.34		5.34		40.14		40.14					
I_b,int, Bicycle LOS Score for Intersection	2.326		2.490		1.579		1.560					
Bicycle LOS	B		B		A		A					

Sequence

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



Intersection Level Of Service Report

Intersection 4: Barrett Avenue (NS) / South Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name	Southbound	Westbound
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.03	1.03
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	4	10
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	4	10
Peak Hour Factor	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3
Total Analysis Volume [veh/h]	4	11
Pedestrian Volume [ped/h]	0	0

Intersection Settings

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

Movement, Approach, & Intersection Results




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

Intersection Level Of Service Report

Intersection 5: West Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	0	4	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]	10	0	17	4	0	17
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]	3	0	5	1	0	5
Total Analysis Volume [veh/h]	11	0	18	4	0	18
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]	8.72	8.43	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.85	0.85	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.72		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.88					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: East Project Driveway (NS) / Perry Street (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	16	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	0	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	7	17	0	2	17
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	2	5	0	1	5
Total Analysis Volume [veh/h]	0	8	18	0	2	18
Pedestrian Volume [ped/h]	0		0		0	

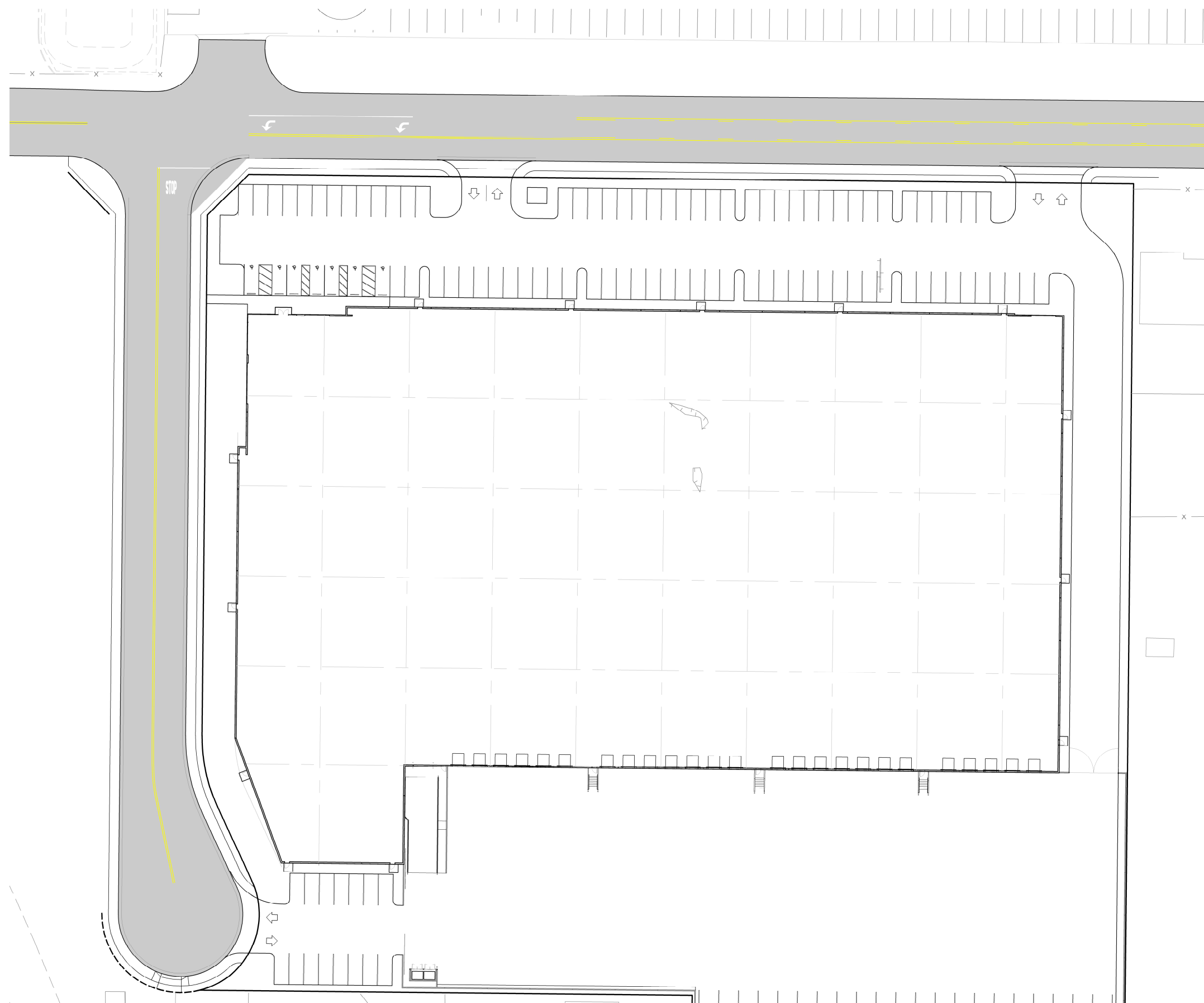
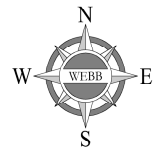
Intersection Settings

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	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.72	8.40	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.57	0.57	0.00	0.00	0.09	0.09
d_A, Approach Delay [s/veh]	8.40		0.00		0.72	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.78					
Intersection LOS	A					

Appendix F



DUKE REALTY			
CITY OF PERRIS PERRY STREET AND BARRETT AVENUE CONCEPTUAL STRIPING PLAN			
SCALE: 1"=30'	ALBERT A. ENGINEERING CONSULTANTS	W.O.	WO
DATE: 2/15/2019	3788 MCGRAY STREET RIVERSIDE CA 92506	SHEET	1
DESIGNED: IT	PH. (951) 686-1070	OF 1	SHEETS
CHECKED: NRL	ASSOCIATES FAX (951) 788-1256	DWG. NO.	
PLN CK REF:			
F.B.			

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