

Appendix H

Transportation Impact Study

Folsom Corporate Center Apartments Transportation Impact Study
Folsom, California

Prepared for:
City of Folsom
Helix Environmental, Inc., and
FCC 50, LLC

Prepared By



TRANSPORTATION PLANNING
& MANAGEMENT, INC.

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February 2022

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REVISION HISTORY

| Date | Title | Comment |
|-------------|--------------|--|
| Dec 7, 2021 | Draft TIS | |
| Feb 3, 2022 | Final Report | Updated parking per revised site plan, clarified gate queue storage. Clarified “mitigation” vs “abetment”. |
| | | |

EXECUTIVE SUMMARY

This Transportation Impact Study identifies impacts of the proposed Folsom Corporate Center Apartments project (the Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom, Helix Environmental Inc., and FCC 50, LLC.

Project Description

Figure ES-1 provides a Project vicinity map. The Project consists of 253 apartment units on two separate parcels within the Folsom Corporate Center. The two Project parcels are Accessors Parcel number 072-3120-001 (referred to as “Lot 1”) and 072-3120-023 (referred to as “Lot 6”). The Project parcels are generally located east of Oak Avenue Parkway, south of Iron Point Road, and north of U.S. Highway 50. One portion of the Project will be located on a 4.13-acre parcel situated in front of the Safe Credit Union Building and adjacent to Iron Point Road (Lot 6). The second portion of the project will be located on a 7.18-acre parcel situated directly behind the Kaiser Permanente office building (Lot 1). The Project offers walkable access to employment opportunities within the Folsom Corporate Center and is less than a mile from excellent shopping and entertainment options at the Palladio. 491 parking spaces are proposed for an overall parking ratio of 1.94 spaces per dwelling unit. A preliminary site plan is provided in **Figure ES-2**, with driveway queue storage detail shown in **Figure ES-3** and **Figure ES-4**.

Analysis Scope

The analysis considers CEQA Vehicle Miles of Travel impacts and the traffic operations at intersections in Folsom that could potentially be impacted by Project traffic. Study intersections and segments are shown in **Figure ES-5** and listed in **Table ES-1** and **Table ES-2**. This Transportation Impact Study considers six study scenarios:

- Existing 2021 without Project Condition;
- Existing 2021 with Project Condition;
- Existing Plus Approved Projects (EPAP) 2026 without Project Condition;
- EPAP 2026 with Project Condition;
- Cumulative 2035 without Project Condition; and
- Cumulative 2035 with Project Condition.



Figure ES-1. Iron Point Road Apartment Vicinity Map

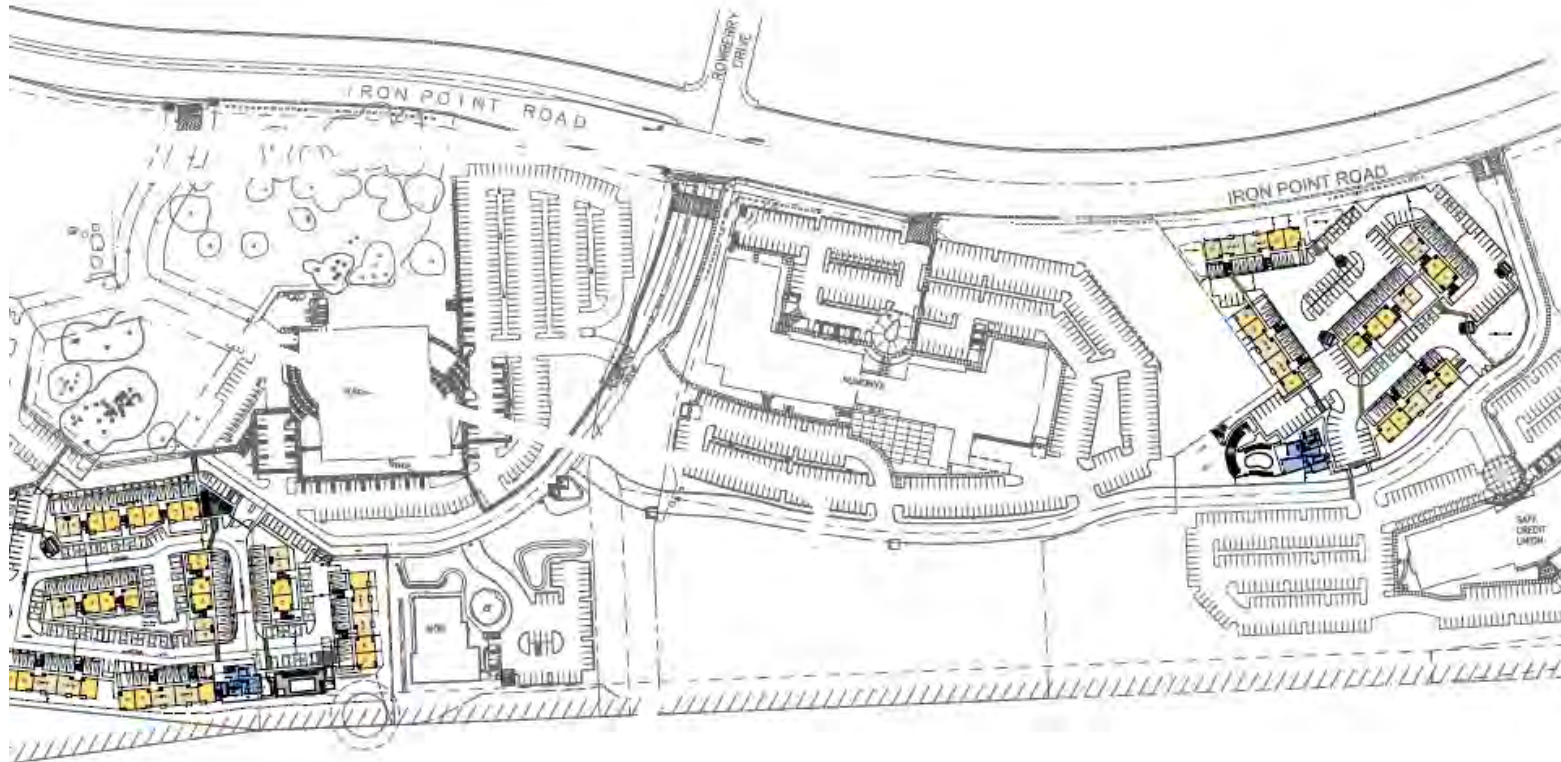


Figure ES-2. Preliminary Site Plan (note that updated entry detail is provided in Figure ES-3 and Figure ES-4)



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Preliminary Entry - Lot 1

Nov. 6th, 2021 | MR200320.00

Figure ES-3. Entry Gate Detail At For "Lot 1" (Western Portion Of Project) Showing Queue Storage At Entry Gate



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Preliminary Entry - Lot 6

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Figure ES-4. Entry Gate Detail At For "Lot 6" (Eastern Portion Of Project) Showing Queue Storage At Entry Gate



Figure ES-5. Project area roadways including study intersections and study road segments

Table ES-1. Study Intersections

| Intersection | Control |
|---|----------------|
| 1. Prairie City Rd/US 50 eastbound ramps | Signal |
| 2. Prairie City Rd/US 50 westbound ramps | Signal |
| 3. Prairie City Rd/American Aggregates Rd | Signal |
| 4. Prairie City Rd/Iron Point Rd | Signal |
| 5. Iron Point Rd /Grover Rd | Signal |
| 6. Iron Point Rd /Oak Avenue Pkwy | Signal |
| 7. Iron Point Rd /West Kaiser access road | TWSC* |
| 8. Iron Point Rd /Rowberry Way | Signal |
| 9. Iron Point Rd /Safe Credit Union access | TWSC* |
| 10. Iron Point Rd /Broadstone Pkwy | Signal |
| 11. Iron Point Rd /East Bidwell St | Signal |
| 12. East Bidwell St/US 50 westbound ramps | Signal |
| 13. East Bidwell St/US 50 eastbound ramps | Signal |
| 14. APN 072-3120-023 "Lot 6" access | TWSC* |
| 15. APN 072-3120-023 "Lot 1" access | TWSC* |
| 16. Oak Avenue Pkwy/US 50 westbound ramps (2035 Only) | Signal |
| 17. Oak Avenue Pkwy/US 50 eastbound ramps (2035 Only) | Signal |

* Two Way Stop Control

Table ES-2. US 50 Study Segments

| US 50 Segment | Segment Type | Applicable Years |
|--|--------------|------------------|
| 1. US 50 westbound East Bidwell offramp | Diverge | All |
| 2. US 50 westbound East Bidwell loop onramp | Merge | All |
| 3. US 50 westbound East Bidwell slip onramp | Merge | All |
| 4. US 50 westbound East Bidwell to Oak Ave | Basic | All |
| 5. US 50 westbound Oak Avenue offramp | Diverge | 2035 |
| 6. US 50 westbound Oak Avenue loop onramp | Merge | 2035 |
| 7. US 50 westbound Oak Avenue diagonal onramp to Prairie City Rd offramp | weave | 2035 |
| 8. US 50 westbound Prairie City offramp | Diverge | 2021/2026 |
| 9. US 50 westbound Prairie City loop onramp | Merge | All |
| 10. US 50 westbound Prairie City diagonal onramp | Merge | All |
| 11. US 50 eastbound Prairie City offramp | Diverge | All |
| 12. US 50 eastbound Prairie City diagonal onramp | Merge | All |
| 13. US 50 eastbound Prairie City fly-over onramp | Merge | 2021/2026 |
| 14. US 50 eastbound Prairie City fly-over onramp to Oak Ave offramp | Weave | 2035 |
| 15. US 50 eastbound Oak Avenue loop onramp | Merge | 2035 |
| 16. US 50 eastbound Oak Avenue diagonal onramp | Merge | 2035 |
| 17. US 50 eastbound Oak Ave to East Bidwell | Basic | All |
| 18. US 50 eastbound East Bidwell offramp | Diverge | All |
| 19. US 50 eastbound East Bidwell loop onramp | Merge | All |
| 20. US 50 eastbound East Bidwell slip onramp | Merge | All |

Findings and Recommendations

The Project is anticipated to generate 1376 daily vehicle trips, 81 AM peak-hour vehicle trips, and 104 PM peak-hour vehicle trips. There are no anticipated Project related level-of-service deficiencies.

The Project is anticipated to have a **less-than-significant** impact on vehicle level-of-service, bike and pedestrian activity and facilities, transit operations and facilities, and VMT.

Parking supply at an overall ratio of 1.94 spaces per apartment exceeds the City requirements and is sufficient to meet the anticipated parking demand. Lot 1 has a parking ratio of 1.99 spaces per apartment and Lot 6 has a parking ratio of 1.87 spaces per apartment. All of which exceed the City requirement of 1.5 spaces per dwelling unit.

Storage for two or more vehicles is provided in front of entry gates, which is adequate to store the anticipated 95% gate queues.

As described in section 8.3 Queueing (page 74), Project related queuing deficiencies are anticipated on the westbound left-turn from Iron Point Rd to Prairie City Rd during the AM peak hour in under Existing 2021 with Project and EPAP 2026 with Project conditions (Deficiency 1 and Deficiency 2, respectively). To avoid confusion, General Plan deficiencies are labeled as “deficiencies” rather than (CEQA) “impacts”, and the related improvements are labeled as “abatement measures” rather than “mitigation measures”. This is done to emphasize that any level-of-service and/or queuing concerns are not considered to be impacts under CEQA.

Abatement 1 and Abatement 2 (also described in Section 8.3) are anticipated to reduce queues such that the Project has a less-than-significant effect on traffic operations. These two Abatement measures are identical. The project should be conditioned to coordinate with the City to implement Abatement 1 and 2, prior to issuance of the first building permit:

Abatement 1 and Abatement 2

(Prior to issuance of the First building permit, at applicants expense): “Modify Prairie City Rd/Iron Point Rd signal timing plan by shifting 1 second from the eastbound through movement to the westbound left turn movement, reduce the vehicle extension setting from adding five to six additional seconds to the green phase for through movements to adding four seconds to the green phase for through movements for each vehicle passing the detector after the minimum green phase length has been exceeded.”

Otherwise, the City’s standard approval conditions and fees are adequate.

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1. INTRODUCTION

This transportation impact study identifies impacts of the proposed Folsom Corporate Center Apartments project (the Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom, Helix Environmental Inc., and the applicant FFC 50, LLC.

1.1 Project Description

Figure 1 provides a project vicinity map. The applicant is requesting approval of a General Plan Amendment, Rezone, Planned Development Permit Modification, and Design Review for development of a 253-unit multi-family market rate apartment community on two separate parcels within the Folsom Corporate Center. The two Project parcels are Accessors Parcel number 072-3120-001 (referred to as “Lot 1”) and 072-3120-023 (referred to as “Lot 6”). The project parcels are generally located east of Oak Avenue Parkway, south of Iron Point Road, and north of U.S. Highway 50. One portion of the project will be located on a 4.13-acre parcel situated in front of the Safe Credit Union Building and adjacent to Iron Point Road (Lot 6). The second portion of the project will be located on a 7.18-acre parcel situated directly behind the Kaiser Permanente Office Building (Lot 1). The proposed apartment community is comprised of 12 three-story apartment buildings containing between 20 and 31 rental units. The applicant is requesting a General Plan amendment, Rezone, Planed Development Permit Modification, and Design Review.

The proposed apartments, which include a combination of one, two, and three bedroom units, range in size from 690 square feet to 1,325 square feet. In addition, the proposed Project includes two clubhouse buildings featuring indoor and outdoor amenities. Access to the two Project parcels is proposed to be provided by three existing driveways located along the south side of Iron Point Road. The proposed project includes 491 parking spaces including garage parking spaces, carport covered parking spaces, and uncovered parking spaces. Additional site improvements include drive aisles, curbs, gutters, sidewalks, internal walkways, underground utilities, retaining walls, site lighting, site landscaping, and monument signs.

A preliminary site plan is provided in **Figure 2**, with driveway detail in **Figure 3** and **Figure 4**. Lot 1 will accommodate 153 dwelling units and 304 parking spaces. Lot 6 will accommodate 100 dwelling units and 187 parking spaces. Each portion of the development will be gated with full access driveways to Folsom Corporate Center’s private roadways. Two of three Folsom Corporate Center driveways onto Iron Point Road have restricted access (either limiting left turns out or limiting left turns both in and out) and are side street stop controlled. The Folsom Corporate Center driveway aligned with Rowberry Drive is a full access intersection with signal control. Under cumulative conditions, Rowberry Drive is assumed to be extended across US 50 to Alder Creek Parkway in Folsom Ranch.

1.2 Report Organization

The following sections are discussed after this Introduction: Setting and Study Area (key roadways and intersections, the regulatory setting, and analysis scenarios); Methodology (detailing the

analysis procedures); six analysis sections; and, the final sections summarizing project impacts, mitigations, triggers for those mitigations, and recommended conditions of approval.



Figure 1. Vicinity Map

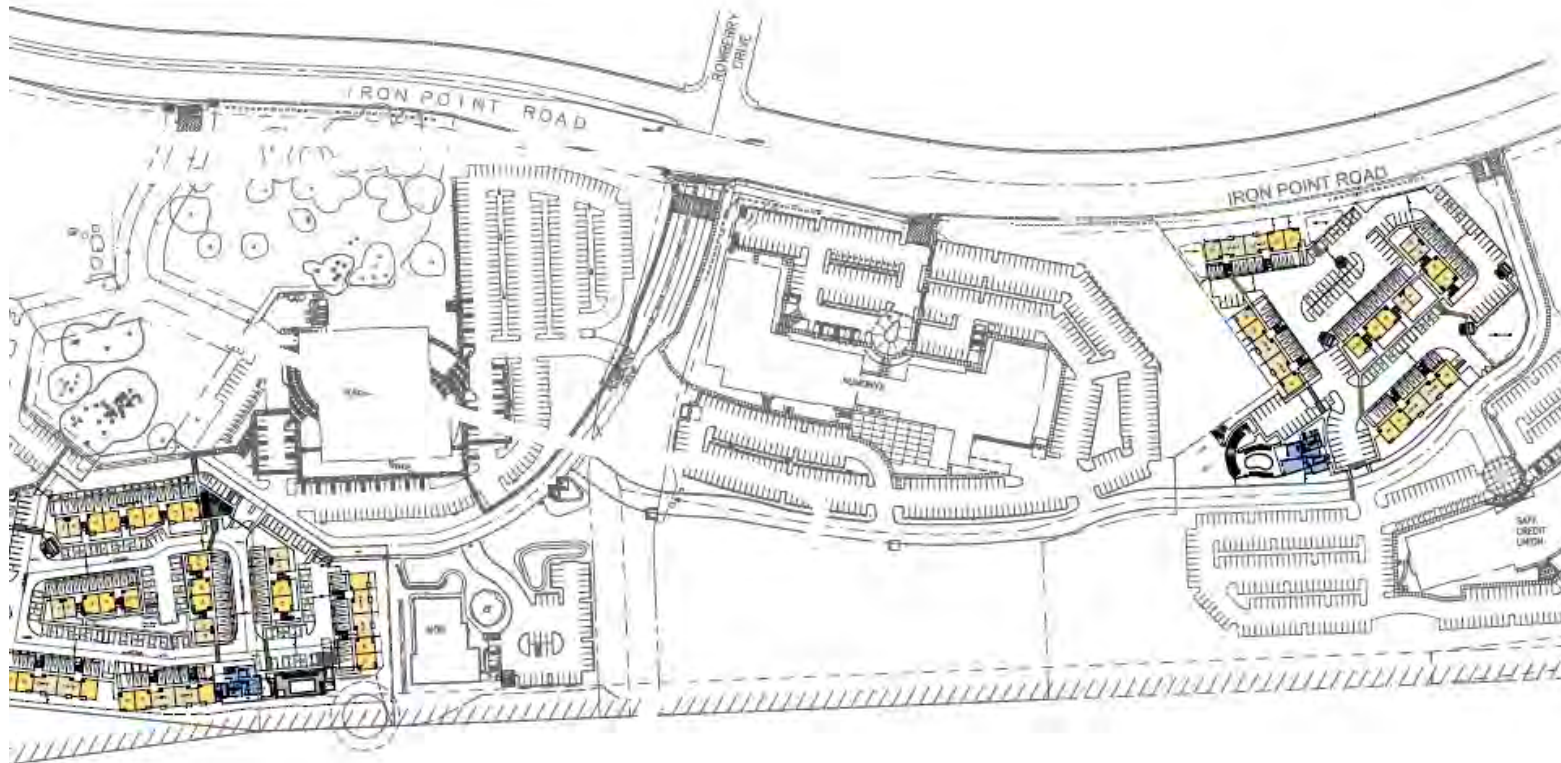


Figure 2. Preliminary Site Plan (Updates Entry Detail Is Provided In Figure 3 For Lot 1 On The West And Figure 4 For Lot 6 On The East)



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Preliminary Entry - Lot 1

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Figure 3. Entry Gate Detail At For “Lot 1” (Western Portion Of Project) Showing Queue Storage At Entry Gate



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Preliminary Entry - Lot 6

Nov. 6th, 2021 | MR200320.00

Figure 4. Entry Gate Detail At For “Lot 6” (Eastern Portion Of Project) Showing Queue Storage At Entry Gate

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2. SCENARIOS, SETTING AND STUDY AREA

The Transportation Impact Study area generally consists of the region along the portion of East Bidwell Street from Folsom Lake College to US 50, and along Cavitt Drive from Broadstone Parkway to Iron Point Road within the City of Folsom, California. Key roadways within the study area, and study intersections, are shown in **Figure 5**.

2.1 Study Scenarios

Four scenarios were identified for inclusion in this Transportation Impact Study through consultation with City of Folsom staff. The study determines the weekday AM peak-hour and PM peak-hour level-of-service at study intersections under the following scenarios:

- Existing 2021 without Project Condition;
- Existing 2021 with Project Condition;
- Existing Plus Approved Projects (EPAP) 2026 without Project Condition;
- EPAP 2026 with Project Condition;
- Cumulative 2035 without Project Condition; and
- Cumulative 2035 with Project Condition.

Existing 2021, and Existing 2021 with Project Condition

Analysis of the existing condition reflects the traffic volumes and roadway geometry at the time the study began. These two scenarios (with and without the Project) quantify performance measures, serve as a known reference point for those familiar with the study area, and identify project related impacts anticipated to occur if the project opened in 2021.

EPAP 2026 Condition, and EPAP 2026 with Project Condition

EPAP scenarios, with and without the Project, analyze conditions with the addition of traffic from approved and reasonably foreseeable projects that affect study intersections and segments. These scenarios are intended to reflect anticipated traffic approximately five years into the future, when the project could reasonably be anticipated to be constructed. This “phasing analysis” is intended to assist the City of Folsom in phasing of improvements at study intersections which may be necessary to accommodate traffic from all approved and anticipated tentative maps over the next five years.

Cumulative 2035 Condition, and Cumulative 2035 with Project Condition

Cumulative scenarios, with and without the Project, analyze anticipated conditions at the General Plan 2035 horizon year. These scenarios are intended to reflect anticipated traffic from Folsom Ranch, and shifts in traffic patterns anticipated after construction of two new interchanges and US 50 overcrossings.



Figure 5. Project Area Roadways Including Study Intersections and Study Road Segments

2.2 Project Area Roadways

Brief descriptions of the key roadways serving the Project site are provided below.

Iron Point Road is an east-west arterial roadway with a raised median that runs from Folsom Boulevard to the eastern city limit along the north side of US 50. Within the vicinity of the Project, Iron Point Road has six lanes, bike lanes, sidewalk, curb, and gutter. The posted speed limit is 45 mph. Turn pockets are provided at intersections.

Oak Avenue Parkway is a north-south arterial that extends from Willow Creek Drive to Iron Point Road. It is a four-lane urban arterial road between Willow Creek Drive and Blue Ravine Road. It is a six-lane urban arterial road between Blue Ravine Road and Riley Street. It is a four-lane urban arterial road between Riley Street and Iron Point Road. Oak Avenue Parkway will be extended across US 50 into Folsom Ranch and a new interchange will be constructed prior to the cumulative analysis scenarios.

Rowberry Drive is a north-south two-lane local road that runs northward from the Kaiser Permanente Folsom Medical Offices into neighborhoods to the north of Iron Point Road. A future extension of Rowberry across US 50 to Folsom Ranch is planned for the future.

Broadstone Parkway in the project vicinity is a four-lane east-west arterial, that wraps around the back of the Palladio shopping center from Iron Point Road to connect with Empire Ranch Road near the Sacramento-El Dorado county line. Broadstone Parkway has bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections.

East Bidwell Street runs through the City of Folsom from White Rock Road to Riley Street. East Bidwell Street becomes Scott Road south of US 50. Near the Project area, East Bidwell Street is a six-lane arterial roadway with bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections. The speed limit on East Bidwell Street north of US 50 is 45 mph.

Prairie City Road is a north-south arterial that extends from Blue Ravine Road to White Rock Road, north of Blue Ravine Road it is called Sibley Street. It is a five-lane urban arterial road between Blue Ravine Road and Iron Point Road. Prairie City Road is a six-lane urban arterial road between Iron Point Road and Highway 50. It is a two-lane rural road between Highway 50 and White Rock Road.

2.3 Study Intersections

There are twenty study segments on US 50 (**Table 1**) and seventeen study intersections (**Table 2**). The Oak Avenue Parkway interchange will be constructed by the cumulative analysis year, resulting in changes to some study US 50 segments.

Table 1. US 50 Study Segment

| US 50 Segment | Segment Type | Applicable Years |
|--|--------------|------------------|
| 1. US 50 westbound East Bidwell offramp | Diverge | All |
| 2. US 50 westbound East Bidwell loop onramp | Merge | All |
| 3. US 50 westbound East Bidwell slip onramp | Merge | All |
| 4. US 50 westbound East Bidwell to Oak Ave | Basic | All |
| 5. US 50 westbound Oak Avenue offramp | Diverge | 2035 |
| 6. US 50 westbound Oak Avenue loop onramp | Merge | 2035 |
| 7. US 50 westbound Oak Avenue diagonal onramp to Prairie City Rd offramp | weave | 2035 |
| 8. US 50 westbound Prairie City offramp | Diverge | 2021/2026 |
| 9. US 50 westbound Prairie City loop onramp | Merge | All |
| 10. US 50 westbound Prairie City diagonal onramp | Merge | All |
| 11. US 50 eastbound Prairie City offramp | Diverge | All |
| 12. US 50 eastbound Prairie City diagonal onramp | Merge | All |
| 13. US 50 eastbound Prairie City fly-over onramp | Merge | 2021/2026 |
| 14. US 50 eastbound Prairie City fly-over onramp to Oak Ave offramp | Weave | 2035 |
| 15. US 50 eastbound Oak Avenue loop onramp | Merge | 2035 |
| 16. US 50 eastbound Oak Avenue diagonal onramp | Merge | 2035 |
| 17. US 50 eastbound Oak Ave to East Bidwell | Basic | All |
| 18. US 50 eastbound East Bidwell offramp | Diverge | All |
| 19. US 50 eastbound East Bidwell loop onramp | Merge | All |
| 20. US 50 eastbound East Bidwell slip onramp | Merge | All |

Table 2. Study Intersections and Control

| Intersection | Control |
|---|---------|
| 1. Prairie City Rd/US 50 eastbound ramps | Signal |
| 2. Prairie City Rd/US 50 westbound ramps | Signal |
| 3. Prairie City Rd/American Aggregates Rd | Signal |
| 4. Prairie City Rd/Iron Point Rd | Signal |
| 5. Iron Pt Road/Grover Rd | Signal |
| 6. Iron Pt Road/Oak Avenue Pkwy | Signal |
| 7. Iron Pt Road/West Kaiser access road | TWSC* |
| 8. Iron Pt Road/Rowberry Way | Signal |
| 9. Iron Pt Road/Safe Credit Union access | TWSC* |
| 10. Iron Pt Road/Broadstone Pkwy | Signal |
| 11. Iron Pt Road/East Bidwell St | Signal |
| 12. East Bidwell St/US 50 westbound ramps | Signal |
| 13. East Bidwell St/US 50 eastbound ramps | Signal |
| 14. APN 072-3120-023 "Lot 6" access | TWSC* |
| 15. APN 072-3120-023 "Lot 1" access | TWSC* |
| 16. Oak Avenue Pkwy/US 50 westbound ramps (2035 Only) | Signal |
| 17. Oak Avenue Pkwy/US 50 eastbound ramps (2035 Only) | Signal |

* Two Way Stop Control

2.4 Transit

City of Folsom’s public transportation includes bus and dial-a-ride service provided by the City through “Folsom Stage Lines” and light rail service provided by Sacramento Regional Transit (RT). El Dorado County Transit (EDC Transit) also provides limited bus connections to El Dorado County.

Folsom Stage Lines and Dial-A-Ride

The Folsom Stage Line buses run Monday through Friday. Since February 4, 2019 Folsom Stage Lines has been operated by Sacramento RT. There is no weekend service available. There are currently ten buses running on three routes. They are routes 10, 20 and 30 (**Figure 6**). Routes 10 and 20 intersect at Folsom Lake College. There is no charge to transfer from one Folsom Stage Line route to the other.

- Route 10 - Services Historic Folsom, E. Bidwell St., the Broadstone Market Place, Broadstone Plaza, Folsom Aquatics Center, Folsom Lake College, Intel, Kaiser Permanente, Folsom Premium Outlets, Mercy Hospital, Palladio Mall, and Century Theatres. It connects to light rail and with the RT bus service Line 24. Service with a one-hour headway starts at 5:25 AM with the last pickup at 7:25 PM.
- Route 20 - Services Empire Ranch Road, East Natoma Street, Vista del Lago High School, Folsom Lake College and transfers to Route 10. There are one morning bus and two afternoon buses on Route 20.

- Route 30 - Services Folsom State Prison, City Hall, and Woodmere Drive during peak hours (6 AM – 8:10 AM and 2:35 PM – 4:55 PM) with four AM peak-period buses and five PM peak-period buses.

Dial-A-Ride is a curb-to-curb transportation service that operates within the Folsom City limits. It provides transportation to residents who have a physical, developmental, or mental disability. Senior citizens who are 55 years of age or older also qualify for this program.

[Sacramento RT](#)

Sacramento Regional Transit (RT) light rail provides service via the Gold Line connecting the Historic Folsom, Glenn, and Iron Point light rail stations to downtown Sacramento and points in between. Service is provided from 5 AM to 7 PM on a 30-minute headway. There is also a connection to RT bus route 24 from Folsom Stage Lines route 10 at the Madison/Main stop. RT route 24 provides service to Sunrise Mall on a (roughly) hourly headway from 6 AM to 7 PM.

[El Dorado County Transit](#)

The EDC Transit route 50X (the 50 Express) operates every hour from 6 AM until 7 PM Monday through Friday, with service from Missouri Flat Transfer Center in El Dorado County to the Folsom Iron Point light rail station, Folsom Lake College, and back.

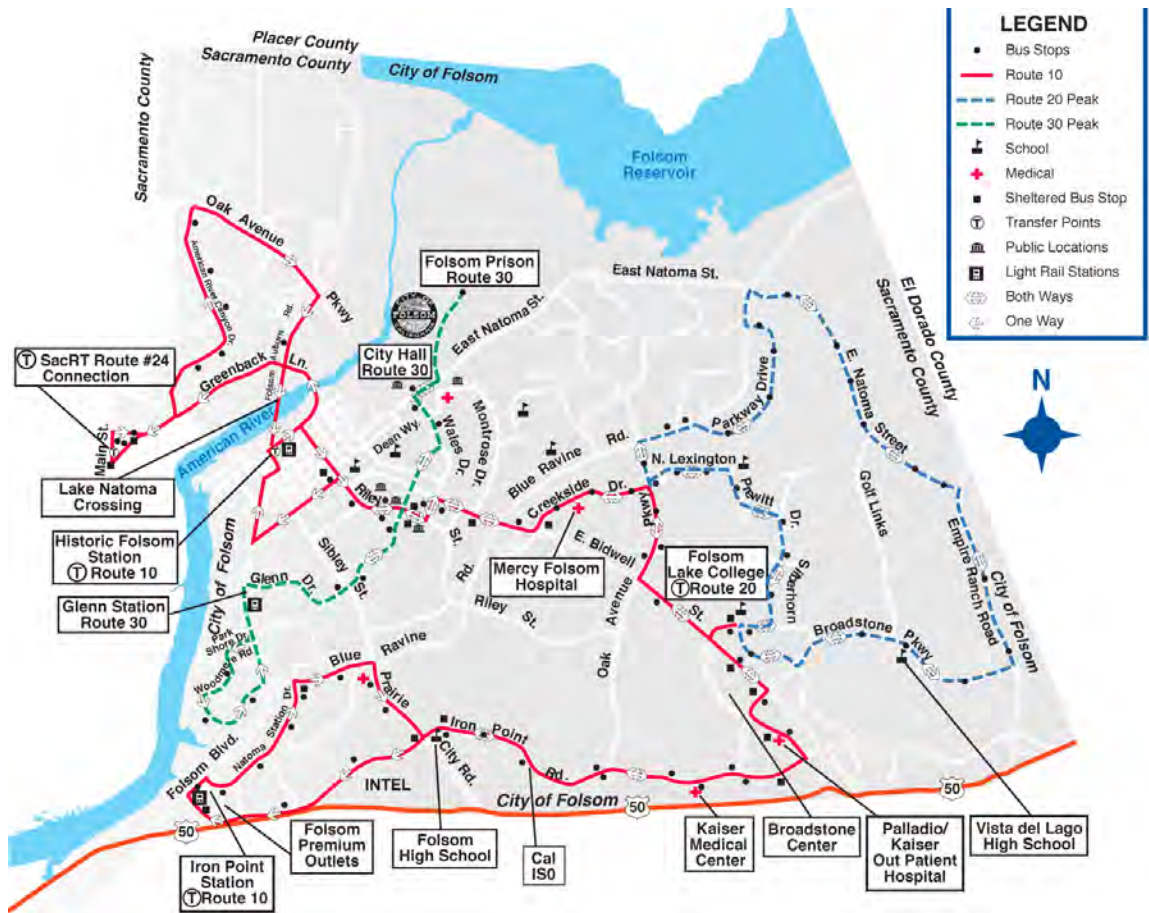


Figure 6. Folsom Stage Lines Routes 10, 20 and 30

2.5 Bicycle Facilities

The City of Folsom is one of the most bike friendly settings in California, with an existing comprehensive bikeway system that is extensive and connects to a vast number of historical and recreational attractions. Existing and planned bicycle facilities within the project area are described in the 2007 Folsom Bikeway Master Plan¹ which provide a framework for the design of a bikeway system that meets the California Street and Highway Code Section 890-894.2 - Bicycle Transportation Act and improves safety and convenience for all users. (Note that there is an updated bike plan under development as part of the Folsom Active Transportation Plan.) There are four types of bicycle facilities (Class 1, 2, 3, and 4) used in Folsom. **Figure 7** provides a Folsom bike map. All road segments in the study area include Class 2 bike lanes. There are existing and planned Class 1 trails along Iron Point Road, as well as a class 1 trail connecting under US 50 paralleling the rail line located to the east of East Bidwell Street. The different classes of bicycle facilities are described after **Figure 7**.

¹ Folsom (2007) Bikeway Master Plan,
www.folsom.ca.us/city_hall/depts/parks/parks_n_trails/trails/bikeway_master_plan.asp.



Figure 7. Folsom Bike Map

Class I Bikeway (Bike Trail)

Class I bikeways, unless adjacent to an adequate pedestrian facility, are for the exclusive use of bicycles and pedestrians, therefore any facility serving pedestrians must meet accessibility requirements. Note that sidewalks are not Class I bikeways because they are primarily intended to serve pedestrians, generally cannot meet the design standards for Class I bikeways, and do not minimize vehicle cross flows. Motor vehicles are prohibited from bike paths per the California Vehicle Code (CVC). These prohibitions can be reinforced with signs. Within the Project vicinity there are Class 1 trails along the east side of the American River/Lake Natoma, the east side of Folsom Boulevard, and connections between those two trails both north and south of the Project site.

Generally, bike paths should be used to serve corridors not served by streets and highways or where a wide right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications are along rivers, ocean fronts, canals, utility right of way, abandoned railroad right of way, within school campuses, or within and between parks. There may also be situations where such facilities can be provided as part of planned developments. Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers (rivers, mountains, etc.).

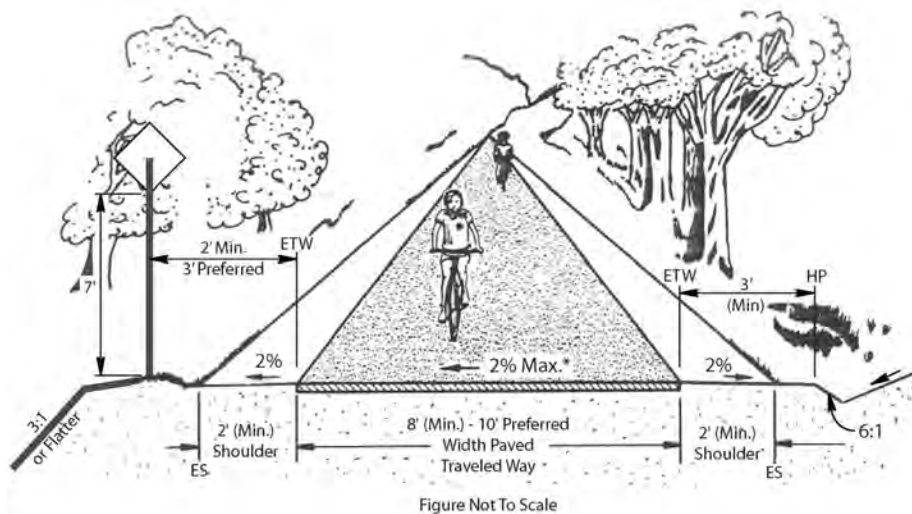


Figure 8. Two-Way Class I Bikeway (Source: Caltrans 2012 HDM Figure 1003.1A)

Class II Bikeway (Bike Lane)

Class II Bikeways are bike lanes generally striped along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each. But a more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where insufficient room exists for side-by-side sharing of existing streets by motorists and bicyclists. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting or reconfiguring parking on given streets in order to delineate bike lanes. In addition, other things can be done on bike lane streets to improve the situation for bicyclists that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities, etc.). Generally, pavement markings alone will not measurably enhance bicycling.

If bicycle travel is to be provided by delineation, attention should be made to assure that high levels of service are provided with these lanes. It is important to meet bicyclist expectations and increase bicyclist perception of service quality where capacity analysis demonstrates service quality measures are improved, from the bicyclist's point of view.

Class III Bikeway (Bike Route)

Bike routes are unstriped, shared facilities which serve either to:

- Provide continuity to other bicycle facilities (usually Class II bikeways); or
- Designate preferred routes through high demand corridors.

As with bike lanes, designation of bike routes should indicate to bicyclists that there are advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles.

A variant on Class III bikeways, shared lanes, or "sharrow" lanes, are becoming more common. Sharrows are a form of Class III bikeways where the general-purpose lane is too narrow for a bicycle and a vehicle to travel safely side-by-side within the same lane. A sharrow symbol painted (**Figure 9**) on the roadway is used to indicate the likely lateral location of bikes in the lane to inform motor vehicles.



Figure 9. Sharrow

Class IV Bikeway (Separated Bikeway or “Cycle Track”)

The Protected Bikeways Act of 2014 (Assembly Bill 1193 - Ting, Chapter 495) established Class IV bikeways for California. Class IV bikeways provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. An example is shown in **Figure 10**.



Figure 10. Class IV Bikeway

(source: Gary Kavanagh image 1272: <https://flic.kr/p/hxp5eL>)

3. METHODOLOGY

This section provides a process overview, describes traffic forecasting, and discusses the methods/criteria used to evaluate level-of-service. A discussion of the significance criteria is also included.

3.1 Process Overview

The overall analysis process was structured to identify potential adverse transportation effects related to the proposed project.

- Traffic volumes and turning movements for the Existing 2021 Condition were determined from observed traffic counts taken on Thursday May 5, 2020 (pre pandemic); Tuesday May 18, 2021, and Thursday August 26, 2021. Consistent with other recent Folsom traffic studies, “post pandemic” counts were factored up to account for the impact of COVID 19 closures on the transportation system. AM peak-hour counts were increased by 52% and PM peak-hour counts were increased by 28%.
- EPAP 2026 volumes without the Project were based on growth from all reasonably foreseeable projects effecting the study intersections based on the greater of two forecasting approaches:
 - Trips from approved projects and reasonably foreseeable projects, or five years of growth based on the City of Folsom General Plan travel demand model. Travel demand model growth was based on linear interpolation between the model base year and cumulative year, with the cumulative year trip tables assigned to the base year network to eliminate the effects of the future Oak Avenue Parkway interchange and Empire Ranch interchange.
 - Travel demand model growth was used in this study because it resulted in higher traffic volumes than growth from identified projects. Particularly at the intersections of Iron Point Road and Prairie City Road.
 - The travel demand model was calibrated to local conditions using the traffic counts and travel demand model forecasts interpolated to 2021. The NCHRP 255 adjustment was applied to all future volume forecasts at intersections 1-13. Volumes at intersections 14 and 15 were scaled up based on growth on travel demand model growth on their TAZ’s centroid connectors. 2021 traffic counts were used as a floor to protect against negative growth
- Cumulative 2035 traffic volumes were based on existing traffic counts adjusted for growth from the City of Folsom General Plan travel demand model. Local calibration and NCHRP adjustments were applied similar to the 2026 methodology described above. Turning movements at the Oak Avenue Parkway interchange (intersections 16 and 17) were taken directly from the travel demand model.

- Study intersection and segment traffic operations were analyzed both with and without the proposed project to identify potential violations of General Plan level-of-service policies.
- California Environmental Quality ACT (CEQA) VMT impacts were evaluated using screening tools published by the Sacramento Area Council of Governments (SACOG).

3.2 Level-of-Service Methodology

Level-of-service (LOS) is a qualitative indication of the level of delay and congestion experienced by motorists using an intersection. Levels-of-service are designated by the letters A through F, with A being the best conditions and F being the worst (high delay and congestion). Calculation methodologies, measures of performance, and thresholds for each letter grade differ for road segments, signalized intersections, and unsignalized intersections.

Based on guidance from City of Folsom staff, the following procedures described below for intersection and segment traffic operations analysis were selected for this study.

Intersection Traffic Operations Analysis

Signalized Intersections

The methodology from the Highway Capacity Manual (HCM) 6th Edition², are used to analyze signalized intersections. Level-of-service can be characterized for the entire intersection, each approach, or by lane group. Control delay alone (the weighted average delay for all vehicles entering the intersection) is used to characterize level-of-service for the entire intersection or an approach. Control delay and volume to capacity ratio are used to characterize level-of-service for lane groups. The average delay criteria used to determine the level-of-service at signalized intersections is presented in **Table 3**. The HCM 2010 methodology is used as the primary method. HCM 2000 methods are only utilized where the signal phasing is incompatible with HCM 2010 methods.

Table 3. Level-of-Service Criteria for Signalized Intersections

| Level -of- Service | Description | Average Delay ¹ (Sec. /Vehicle.) |
|-----------------------|---|--|
| A | Very Low Delay: This level-of-service occurs when progression is extremely favorable, and most vehicles arrive during a green phase. Most vehicles do not stop at all. | ≤ 10.0 |
| B | Minimal Delays: This level-of-service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay. | 10.1-20.0 |
| C | Acceptable Delay: Delay increases due to only fair progression, longer cycle lengths, or both. Individual cycle failures (<i>to service all waiting vehicles</i>) may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping. | 20.1-35.0 |

² Transportation Research Board (2016) Highway Capacity Manual, Washington, D.C.

| | | |
|---|---|-----------------------|
| D | Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. | 35.1-55.0 |
| E | Unstable Operation/Significant Delays: This is considered by many agencies the upper limit of acceptable delays. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences. | 55.1-80.0 |
| F | Excessive Delays: This level, considered to be unacceptable to most drivers, often occurs with oversaturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delay levels. | > 80.0 or v/c >1.0 |

Note 1: Weighted average of delay on all approaches. This is the measure used by the Highway Capacity Manual to determine level-of-service. Any movement with a volume-to-capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

Source: Transportation Research Board (2016) Highway Capacity Manual 6th Edition, Washington D.C.

Unsignalized Intersections

The methodology from HCM 6th Edition is used for the analysis of unsignalized intersections. At an unsignalized intersection, most of the main street traffic is un-delayed, and by definition have acceptable conditions. The main street left-turn movements and the minor street movements are all susceptible to delay of varying degrees. Generally, the higher the main street traffic volumes, the higher the delay for the minor movements. Separate methods are utilized for Two-Way Stop-Controlled (TWSC) intersections and All-Way Stop-Controlled (AWSC) intersections.

- **TWSC:** The methodology for analysis of two-way stop-controlled intersections calculates an average total delay per vehicle for each minor street movement and for the major street left-turn movements, based on the availability of adequate gaps in the main street through traffic. A level-of-service designation is assigned to individual movements or combinations of movements (in the case of shared lanes) based upon delay, it is not defined for the intersection as a whole. Unsignalized intersection level-of-service reported herein is for each movement (or group of movements) based upon the respective average delay per vehicle. **Table 4** presents the average delay criteria used to determine the level-of-service at TWSC and AWSC intersections.
- **AWSC:** At all-way stop-controlled intersections, the level-of-service is determined by the weighted average delay for all vehicles entering the intersection. The methodologies for these types of intersections calculate a single weighted average delay and level-of-service for the intersection as a whole. The average delay criteria used to determine the level-of-service at all-way stop intersections is the same as that presented in **Table 4**. Level-of-service for specific movements can also be determined based on the TWSC methodology.

It is not unusual for some of the minor street movements at unsignalized intersections to have level-of-service D, E, or F conditions while the major street movements have level-of-service A, B, or C conditions. In such a case, the minor street traffic experiences delays that can be substantial for individual minor street vehicles, but the majority of vehicles using the intersection have very little delay. Usually in such cases, the minor street traffic volumes are relatively low. If the minor street volume is large enough, improvements to reduce the minor street delay may be justified, such as channelization, widening, or signalization.

Table 4. Level-of-Service Criteria for Unsignalized Intersections

| Level of Service (LOS) | Description | TWSC ¹ Average Delay by Movement (seconds / vehicle) | AWSC ² Intersection Wide Average Delay (seconds / vehicle) |
|------------------------|--|---|---|
| A | Little or no delay | < 10 | < 10 |
| B | Short traffic delay | > 10 and < 15 | > 10 and < 15 |
| C | Average traffic delays | > 15 and < 25 | > 15 and < 25 |
| D | Long traffic delays | > 25 and < 35 | > 25 and < 35 |
| E | Very long traffic delays | > 35 and < 50 | > 35 and < 50 |
| F | Extreme delays potentially affecting other traffic movements in the intersection | > 50 (or, v/c >1.0) | > 50 |

Note 1: Two-Way Stop-Control (TWSC) level-of-service is calculated separately for each minor street movement (or shared movement) as well as major street left turns using these criteria. Any movement with a volume to capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

Note 2: All-Way Stop-Control (AWSC) assessment of level-of-service at the approach and intersection levels is based solely on control delay.

Source: Transportation Research Board (2016) Highway Capacity Manual 6th Edition, Washington D.C.

Signal Warrants

At each unsignalized intersection, the potential need for a traffic signal was evaluated. Traffic signal warrants are a series of standards that provide guidelines for determining if a traffic signal is appropriate. Signal warrant analyses are typically conducted at intersections of uncontrolled major streets and stop sign-controlled minor streets. If one or more signal warrants are met, signalization of the intersection may be appropriate. However, a signal should not be installed if none of the warrants are met, since the installation of signals would increase delays on the previously uncontrolled major street, and, may increase the occurrence of particular types of accidents.

As stated in the 2014 California Edition of the Manual on Uniform Traffic Control Devices (California MUTCD 2014)³, “An engineering study of traffic conditions, pedestrian characteristics,

³ Caltrans (2019) California Manual on Uniform Traffic Control Devices - FHWA’s MUTCD 2009 Edition as amended for use in California - 2014 Edition - Revision 4, March 29, 2019. Section 4C.

and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.

The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:

- *Warrant 1, Eight-hour Vehicular Volume*
- *Warrant 2, Four-hour Vehicular Volume*
- *Warrant 3, Peak-hour*
- *Warrant 4, Pedestrian Volume*
- *Warrant 5, School Crossing*
- *Warrant 6, Coordinated Signal System*
- *Warrant 7, Crash Experience*
- *Warrant 8, Roadway Network*
- *Warrant 9, Intersection Near a Grade Crossing*

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.”

Consistent with the industry standard of practice, this Traffic Impact Analysis did not evaluate the full panoply of warrants for traffic signals, but instead focused on the peak-hour warrant. The MUTCD states that, “*This [peak-hour] signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.*” So, the peak-hour warrant is being used in this impact analysis study as an “indicator” of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed the peak-hour warrant are considered (for the purposes of this impact analysis) to be likely to meet one or more of the other signal warrants (such as the 4-hour or 8-hour warrants). This peak-hour analysis is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

Unsignalized intersections were evaluated using the Peak-hour Volume Warrant (Warrant No. 3) in the California MUTCD 2014. The Peak-hour Volume Warrant was applied where the minor street experiences long delays in entering or crossing the major street for at least one hour in a day.

Even if the Peak-hour Volume Warrant is met, a more detailed signal warrant study is recommended before a signal is installed. The more detailed study should consider volumes during the daily peak-hours of roadway traffic, pedestrian traffic, and accident histories.

Freeway Segment Analysis

Freeway merge/diverge segments and basic segments were analyzed utilizing the methodologies outlined in Chapters 12 and 13 of the Highway Capacity Manual, 2010 (HCM 2010)⁴.

Basic Segments

Basic freeway segments operations and level-of-service is defined by density (passenger cars per mile per lane) which depends upon traffic volumes, and segment, characteristics. These characteristics include the geometry, grade, free flow speeds, and heavy vehicles. **Table 6** shows the relationship of level-of-service to freeway density for merge, diverge, and weaving segments.

Table 5. Level-of-Service Criteria – Basic Freeway Segments

| Level of Service | Maximum Density (passenger vehicles per mile per lane) |
|------------------|---|
| A | <11 |
| B | 18 |
| C | 26 |
| D | 35 |
| E | 45 |
| F | > 45, or Demand exceeds capacity |

Source: Transportation Research Board (2010) Highway Capacity Manual, Chapter 11, Washington, D.C.

Merge, Diverge, and Weave Segments

Freeway merge and diverge segments operations and level-of-service is defined by density (passenger cars per mile per lane) which depends upon traffic volumes and the ramp characteristics. These characteristics include the length and type of acceleration/deceleration lanes, free-flow speeds, number of lanes, grade, heavy vehicles, and types of facilities. **Table 6** and **Table 7** shows the relationship of level-of-service to freeway density for merge, diverge, and weaving segments.

Table 6. Level-of-Service Criteria – Freeway Ramp Merge/Diverge Areas

| Level of Service | Maximum Density (passenger vehicles per mile per lane) |
|------------------|---|
| A | <10 |
| B | 20 |
| C | 28 |
| D | 35 |
| E | > 35 |
| F | Demand exceeds capacity |

Source: Transportation Research Board (2010) Highway Capacity Manual, Chapter 13, Washington, D.C.

⁴ Transportation Research Board (2010) Highway Capacity Manual, Washington, D.C.

Table 7. Level-of-Service Criteria - Freeway Weaving Areas

| Level of Service | Maximum Density (passenger vehicles per mile per lane) |
|------------------|---|
| A | 0-10 |
| B | >10-20 |
| C | >20-28 |
| D | >28-35 |
| E | > 35-43 |
| F | >43, or demand exceeds capacity |

Source: Transportation Research Board (2016) Highway Capacity Manual, Chapters 13, Washington, D.C.

3.3 Standards of Significance

Level-of-service impacts of the proposed project were determined based on the methods described above and identified as either "significant" or "less-than-significant" in the following thresholds:

City of Folsom

Policy M 4.13 of the City of Folsom General Plan (adopted August 28, 2018) calls for the City to:

Strive to achieve at least traffic Level of Service "D" (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of plan buildout, it may occur that temporarily higher levels-of-service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. City Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving level-of-service D or better.

Consistent with historical practice within the City of Folsom, the General Plan EIR also includes a criterion addressing potential impacts at locations that operate at level-of-service E or F under no-project conditions. Under that standard, a significant impact would occur if the proposed project would:

Increase the average delay by five seconds or more at an intersection that currently operates (or is projected to operate) at an unacceptable level-of-service under "no-project" conditions.

For the purposes of this analysis, an impact is considered potentially significant if implementation of the Project would result in any of the following:

- Cause an intersection in Folsom that currently operates (or is projected to operate) at level-of-service D or better to degrade to level-of-service E, or worse;

- Increase the average delay by five seconds or more at an intersection in Folsom that currently operates (or is projected to operate) at an unacceptable level-of-service E or F.

Freeway Facilities

An impact is considered significant on freeway facilities if the project causes the facility to change from an acceptable to unacceptable level-of-service. For facilities that are or will be operating at unacceptable level-of-service without the project, an impact is considered significant if:

- The existing level-of-service cannot be maintained with the addition of project traffic;
- The project traffic increases vehicle density on a freeway mainline segment or freeway ramp junction by 0.1 passenger cars per lane per mile;
- The project increases the number of peak-hour vehicles on a freeway mainline segment or freeway ramp junction by more than 1 percent.

Per the Caltrans' Guide for the Preparation of Traffic Impact Studies, Caltrans strives to maintain a target level of service at the transition between level-of-service C and level-of-service D on state highway facilities. However, for the effected portion of US 50, Caltrans has established a concept level-of-service E threshold⁵. For consistency with other traffic impact studies performed in the City of Folsom that considered US 50, level-of-service E was selected as the minimum standard for all study freeway facilities.

Bicycle/Pedestrian/Transit Facilities

An impact is considered significant if implementation of the Project would:

- Inhibit the use of bicycle, pedestrian, or transit facilities;
- Eliminate existing bicycle, pedestrian, or transit facilities;
- Prevent the implementation of planned bicycle, pedestrian, or transit facilities.

3.6 Analysis Tools

Macroscopic Intersection Analysis

Control delay and level-of-service for study intersections were calculated using the PTV Vistro⁶ analysis software (Version 2022 SP 0-0). Vistro is a software package for modeling vehicle delay and optimizing traffic signal timings. Version 6 implements the methodologies of the 2000 (4th Ed.), 2010 (5th Ed.), and the 6th Ed. of the HCM for signalized and unsignalized intersections. Vistro requires data on road characteristics (geometric), traffic counts, and the signal timing data for each analysis intersection.

⁵ Caltrans (2014) Transportation Concept Report and Corridor System Management Plan, United States Route 50, district 3, California Department of Transportation, June 27, 2014

⁶ PTV (2021) Vistro, PTV America, Portland OR.

Macroscopic Freeway Analysis

Basic freeway segments, merge, and diverge segments were analyzed using FREEVAL 2015e⁷. FREEVAL provides freeway planning-level capacity analyses based on HCM 6th Edition for undersaturated and oversaturated conditions for estimating vehicle density and level-of-service.

⁷ Lake Trask, Aghdashi, B., Schroeder, S., and Roupail, N. (2015) Freeway Facilities And Reliability Analysis Computational Engine For The HCM 6th Edition: A Guide For Multimodal Mobility Analysis, North Carolina State University, Raleigh NC, <http://freeval.org/#home>.

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4. EXISTING 2021 CONDITIONS

This section presents the Existing Condition. For purposes of this study, Existing Conditions represent typical midweek, non-holiday, traffic volumes in late August/early September of 2021 adjusted to negate the impact of the COVID-19 pandemic on traffic volumes.

4.1 Existing 2021 Condition

Data Sources

The analysis tools require a variety of data to generate the evaluation criteria. The following sections describe data collection procedures for Existing Conditions. There were three primary data elements (roadway characteristics, intersection turning movement counts, and traffic control data); and two supplementary elements (other recent studies, and field data) that comprised the data collection program for this traffic analysis.

Roadway Geometry and Usage Characteristics

The geometry and usage data for the analysis were collected through aerial photographs, field visits, and prior studies. Current intersection geometry was field validated. **Table 8** shows the key items included in the geometric data and the source for each item.

Table 8. Key Items and Sources for Geometry and Usage Data

| Key Item | Source |
|--------------------------------|---|
| Lane configurations and width | Aerial photographs and field visits |
| Lane utilization | Prior studies, aerial photographs, and field visits |
| Intersection spacing | Aerial photographs and field visits |
| Length of storage bays | Aerial photographs and field visits |
| Transit stops and routes | Transit schedules, aerial photographs, and field visits |
| Turn prohibitions or allowance | Aerial photographs, field visits, and traffic counts |

Lane configurations and width – These data specify the number of lanes and the width of the roadway in each direction, and the directional turns that are allowed from each lane.

Lane utilization – These data specify how lanes are used by drivers, such as traffic distribution between lanes on a multi-lane roadway.

Intersection spacing – These data refer to the distance (in feet) between intersections.

Length of storage bays – These data refer to the length (in feet) of available storage for left-turning or right-turning vehicles where exclusive turn lanes are available. It is collected for right-turn lanes when the parking lane is used as a right-turn lane.

Transit stops and routes – A transit stop is an area where passengers await, board, alight, and transfer between transit vehicles. A transit route is the roadway that transit vehicles operate on.

Turn prohibitions or allowance – These data specify if right turns on red (RTOR) are allowed on the roadway.

Intersection Turning Movement Counts

Existing morning and evening peak-period vehicle and pedestrian turning movement counts were collected at study intersections on Thursday May 5, 2020; Tuesday May 18, 2021; and Thursday August 26, 2021. Pre COVID-19 pandemic counts, collected along East Bidwell Street on March 5, 2020, were used to factor up the 2021 counts to account for short term traffic reductions caused by the economic effect of COVID-19. AM peak hour counts were factored up by 52% and PM peak-hour counts were factored up by 28%. Traffic count data sheets are provided in **Appendix A** of this report. Peak-hour traffic counts were used to conduct the intersection level-of-service analysis. Turning movement counts at consecutive intersections were balanced and adjusted where appropriate to conservatively reflect existing traffic flows. Observed intersection peak hour factors (PHF) were applied. **Figure 11** provides a summary of the intersection lane geometry and peak-period turning movements under Existing Conditions.

Existing Condition Intersection and Segment Level-of-Service

Table 9 and **Table 10** present a summary of level-of-service results for the study intersections under Existing Conditions. The results indicate that all study segments are anticipated to operate at an acceptable level-of-service. Three study intersections exceed the General Plan level-of-service standard prior to the addition of Project traffic.

- Prairie City Rd/American Aggregate Dr would operate at a deficient level-of-service during the AM peak if not for the Covid-19 related traffic reductions.
- Prairie City Rd/Iron Point Rd would operate at a deficient level-of-service during the AM and PM peak if not for the Covid-19 related traffic reductions.
- East Bidwell St/Iron Point Rd would operate at a deficient level-of-service during the PM peak if not for the Covid-19 related traffic reductions.

These locations are shown in orange highlight in the tables below. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

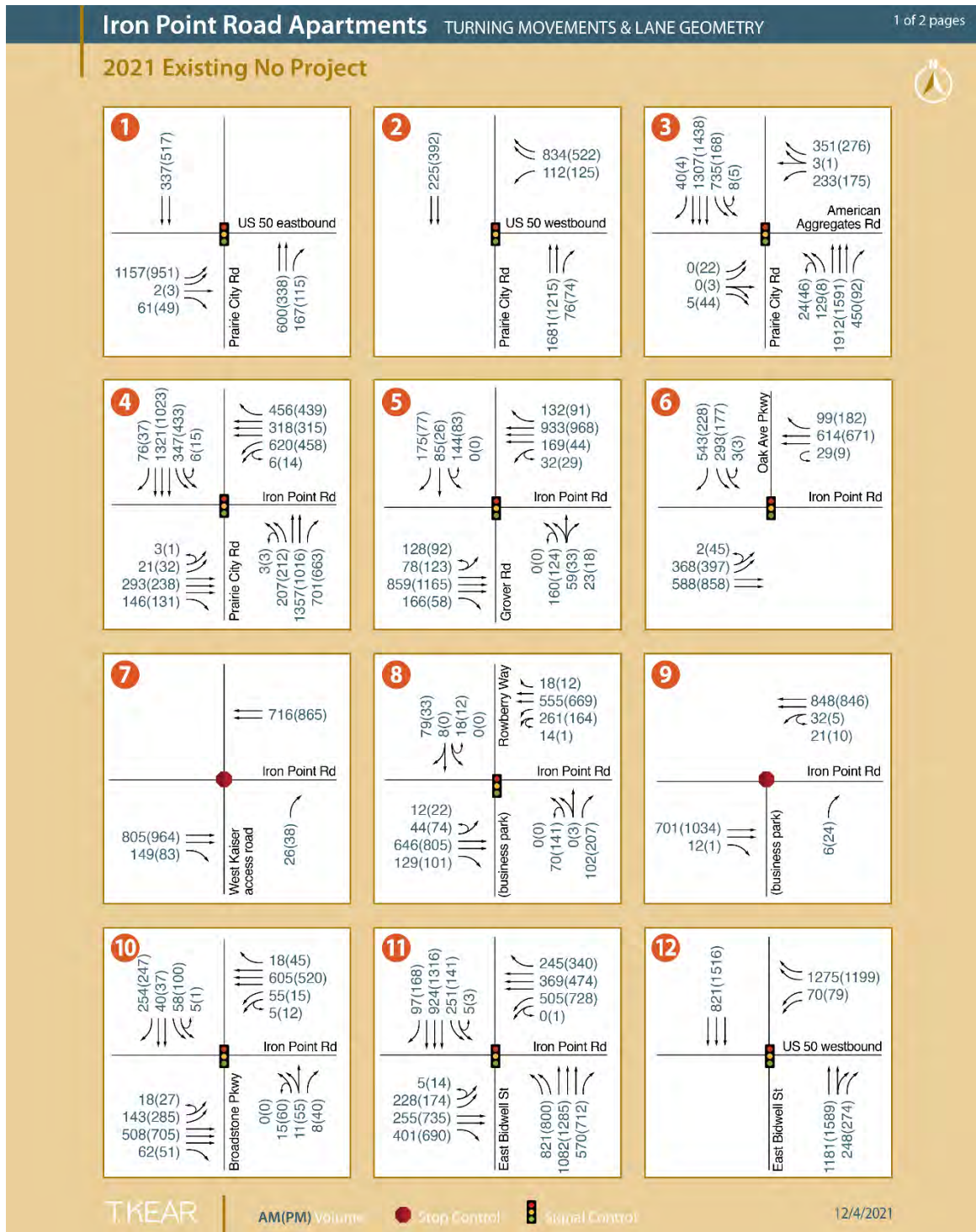


Figure 11. Existing Condition Turn Movements and Geometry

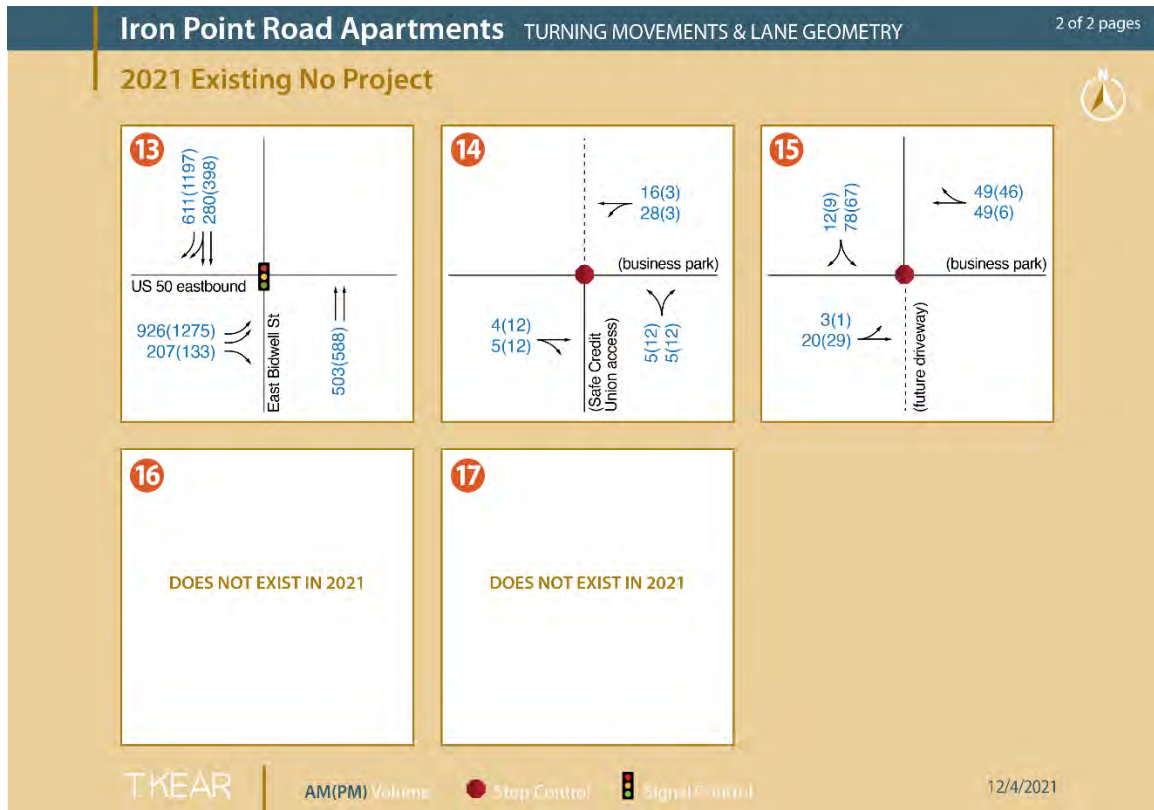


Figure 11. Existing Condition Turn Movements and Geometry (continued)

Table 9. Existing 2021 Intersection Delay and Level-of-Service (LOS)

| Intersection | Control | Without Project | |
|--|---------|----------------------|----------------------|
| | | AM (Delay LOS*) | PM (Delay LOS*) |
| 1. Prairie City Rd/US 50 eastbound ramps | Signal | 10.3 B | 8.3 A |
| 2. Prairie City Rd/US 50 westbound ramps | Signal | 19.4 B | 8.9 A |
| 3. Prairie City Rd/American Aggregates Rd | Signal | 66.1 E | 28.8 C |
| 4. Prairie City Rd/Iron Point Rd | Signal | 88.7 F | 64.5 E |
| 5. Iron Point Rd /Grover Rd | Signal | 50.9 D | 42.3 D |
| 6. Iron Point Rd /Oak Avenue Pkwy | Signal | 36.2 D | 37.8 D |
| 7. Iron Point Rd /West Kaiser access road | TWSC** | 11.9 B Northbound | 12.9 B Northbound |
| 8. Iron Point Rd /Rowberry Way | Signal | 14.3 B | 14.2 B |
| 9. Iron Point Rd /Safe Credit Union access | TWSC** | 15.6 C WB left/U | 23.1 C WB left/U |
| 10. Iron Point Rd /Broadstone Pkwy | Signal | 15.6 B | 19.6 B |
| 11. Iron Point Rd /East Bidwell St | Signal | 45.5 D | 94.3 F |
| 12. East Bidwell St/US 50 westbound ramps | Signal | 29.5 C | 35.1 D |
| 13. East Bidwell St/US 50 eastbound ramps | Signal | 10.2 B | 21.5 C |
| 14. APN 072-3120-023 "Lot 6" access | TWSC** | 9.1 A Northbound | 8.8 A Northbound |
| 15. APN 072-3120-023 "Lot 1" access | TWSC** | 9.6 A Southbound | 9.3 A Southbound |

* Level of Service

** Two Way Stop Control: LOS is defined by delay for the worst movement/shared movement, which is listed with the LOS results.

Table 10. Existing 2021 US 50 Segment Density and Level-of-Service (LOS)

| US 50 Segment | Segment Type | Without Project | |
|---|--------------|------------------------------------|-------------------------|
| | | AM (Density LOS*) | PM (Density LOS*) |
| 1. US 50 westbound East Bidwell offramp | Diverge | 24.5 C | 17.3 B |
| 2. US 50 westbound East Bidwell loop onramp | Merge | 22.9 C | 17.1 B |
| 3. US 50 westbound East Bidwell slip onramp | Merge | 24.3 C | 19.0 B |
| 4. US 50 westbound East Bidwell to Oak Ave | Basic | 24.8 C | 18.8 C |
| 5. US 50 westbound Oak Avenue offramp | Diverge | Not applicable to this scenario | |
| 6. US 50 westbound Oak Avenue loop onramp | Merge | | |
| 7. US 50 westbound Oak Avenue diagonal onramp to Prairie City Rd offramp | weave | | |
| 8. US 50 westbound Prairie City offramp | Diverge | 32.0 D | 26.1 C |
| 9. US 50 westbound Prairie City loop onramp | Merge | 24.1 C | 21.6 C |
| 10. US 50 westbound Prairie City diagonal onramp | Merge | 24.5 C | 21.5 C |
| 11. US 50 eastbound Prairie City offramp | Diverge | 28.6 D | 31.0 D |
| 12. US 50 eastbound Prairie City diagonal onramp | Merge | 18.6 B | 23.2 C |
| 13. US 50 eastbound Prairie City fly-over onramp | Merge | 19.6 B | 25.4 C |
| 14. US 50 eastbound Prairie City fly-over onramp to Oak Ave offramp | Weave | Not applicable to this scenario | |
| 15. US 50 eastbound Oak Avenue loop onramp | Merge | | |
| 16. US 50 eastbound Oak Avenue diagonal onramp | Merge | | |
| 17. US 50 eastbound Oak Ave to East Bidwell | Basic | 17.5 B | 23.5 C |
| 18. US 50 eastbound East Bidwell offramp | Diverge | 10.4 B | 16.5 B |
| 19. US 50 eastbound East Bidwell loop onramp | Merge | 9.3 A | 13.9 B |
| 20. US 50 eastbound East Bidwell slip onramp | Merge | 7.5 A | 13.1 B |

* Level of Service

4.2 Assessment of Proposed Project

Trip Generation

Traffic generated by the proposed project was based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017), and is provided in **Table 11** below.

Table 11. Project Trip Generation

| Location | Quantity | Units | Metric | Daily | AM Peak-Hr | | | PM Peak-Hr | | |
|----------|----------|-------|--------|-------|------------|-----|-----|------------|-----|-----|
| | | | | | Tot | In | Out | Tot | In | Out |
| "Lot 6" | 100 | du | Rate | 5.44 | 0.32 | 27% | 73% | 0.41 | 60% | 40% |
| | | | Trips | 544 | 32 | 9 | 23 | 41 | 25 | 16 |
| "Lot 1" | 153 | du | Rate | 5.44 | 0.32 | 27% | 73% | 0.41 | 60% | 40% |
| | | | Trips | 832 | 49 | 13 | 36 | 63 | 38 | 25 |
| Total | 253 | du | Rate | 5.44 | 0.32 | 27% | 73% | 0.41 | 60% | 40% |
| | | | Trips | 1376 | 81 | 22 | 59 | 104 | 62 | 42 |

Source: ITE (2017) Trip Generation Manual, 10th Ed, Institute of Transportation Engineers, Washington DC.

Trip Distribution and Assignment

Trip distribution was based on observed traffic counts and select zone analysis within the travel demand model, and nearby projects. Because of the planned additions of freeway crossings and interchanges by 2035, separate distributions and assignments were done for existing 2021/EPAP 2026 conditions and Cumulative 2035 condition.

Project trip distribution and assignment for existing 2021 and EPAP 2026 conditions are shown in **Figure 12** and **Figure 13**. Project trip distribution and assignment for existing 2021 and EPAP 2026 conditions are shown in **Figure 14** and **Figure 15**.



Figure 12. Project Trip Distribution for Existing 2021 and EPAP 2026 Conditions

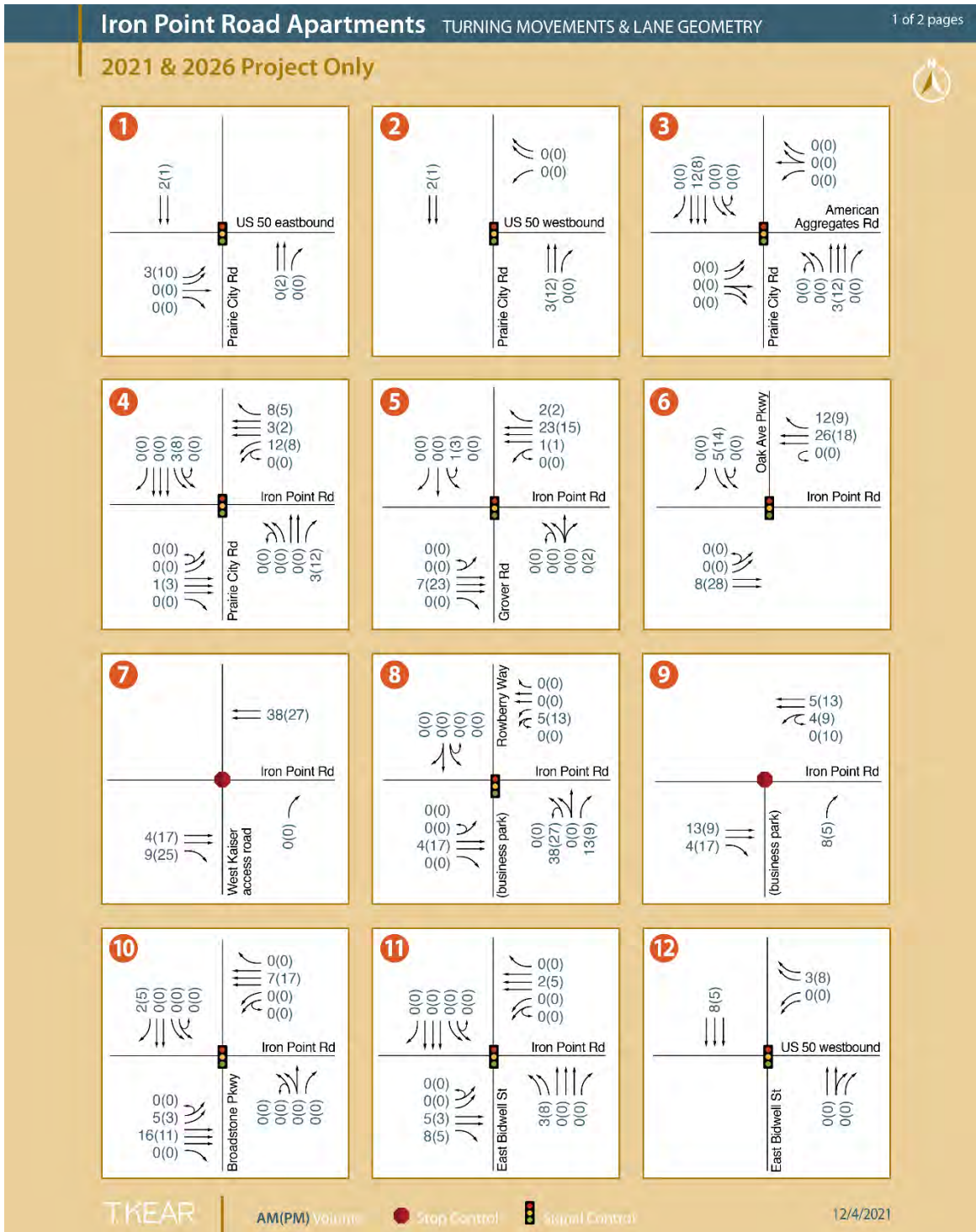


Figure 13. Project Trip Assignment for Existing 2021 and EPAP 2026 Conditions

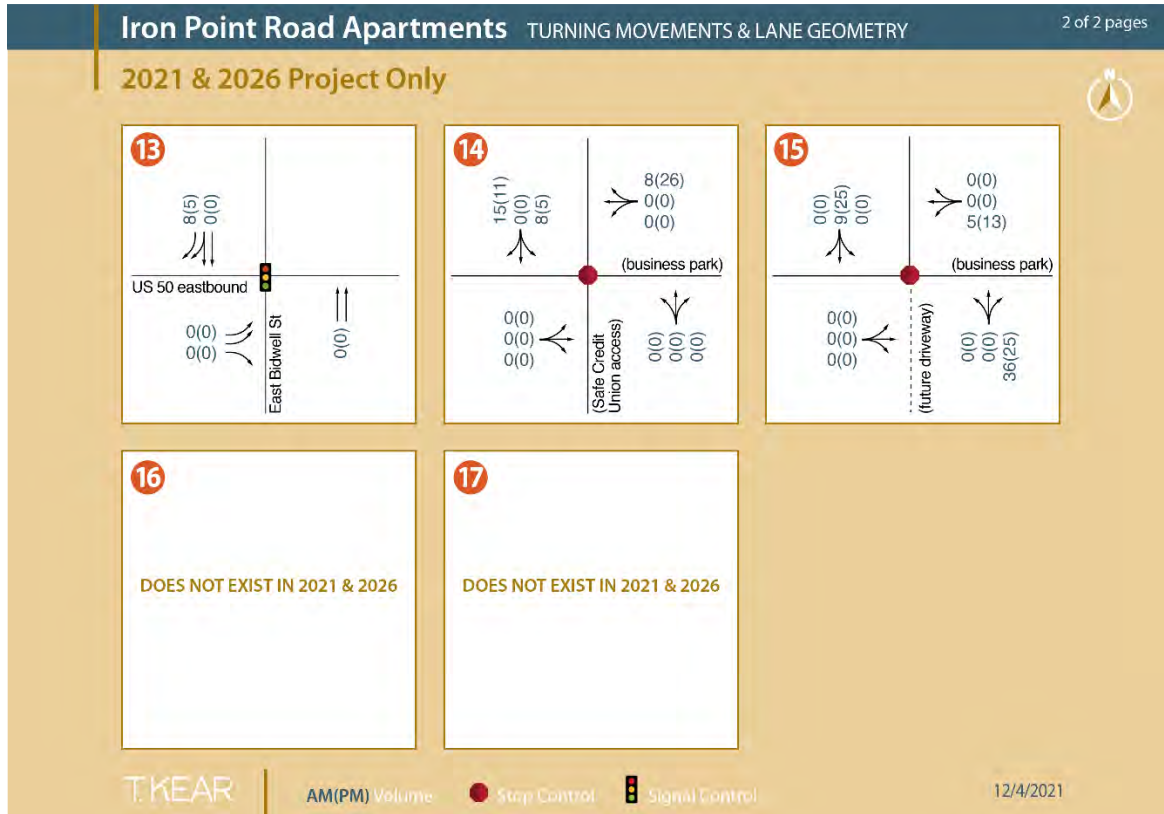


Figure 13. Project Trip Assignment for Existing 2021 and EPAP 2026 Conditions (continued)



Figure 14. Project Trip Distribution for Cumulative 2035 Conditions

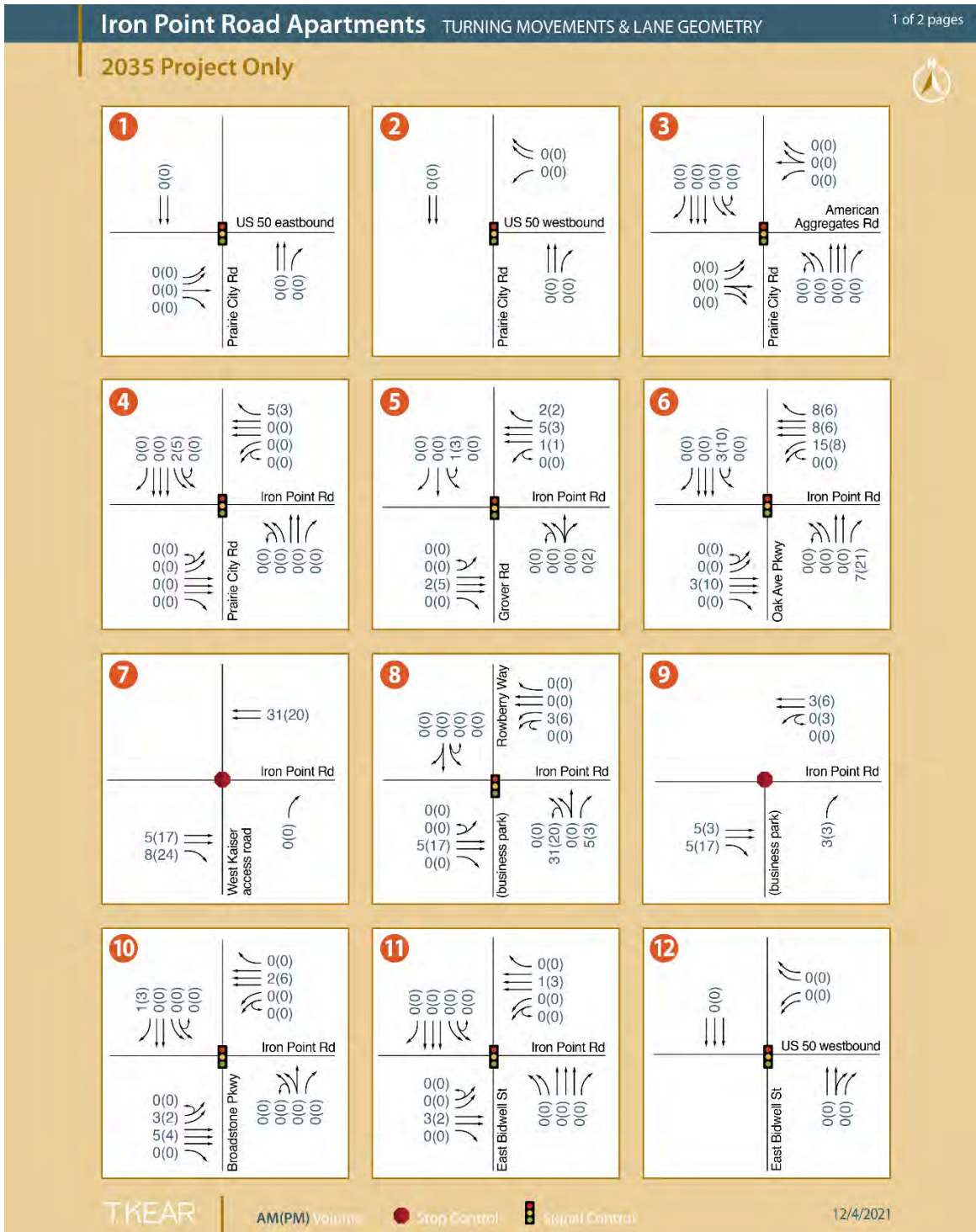


Figure 15. Project Trip Assignment for Cumulative 2035 Conditions

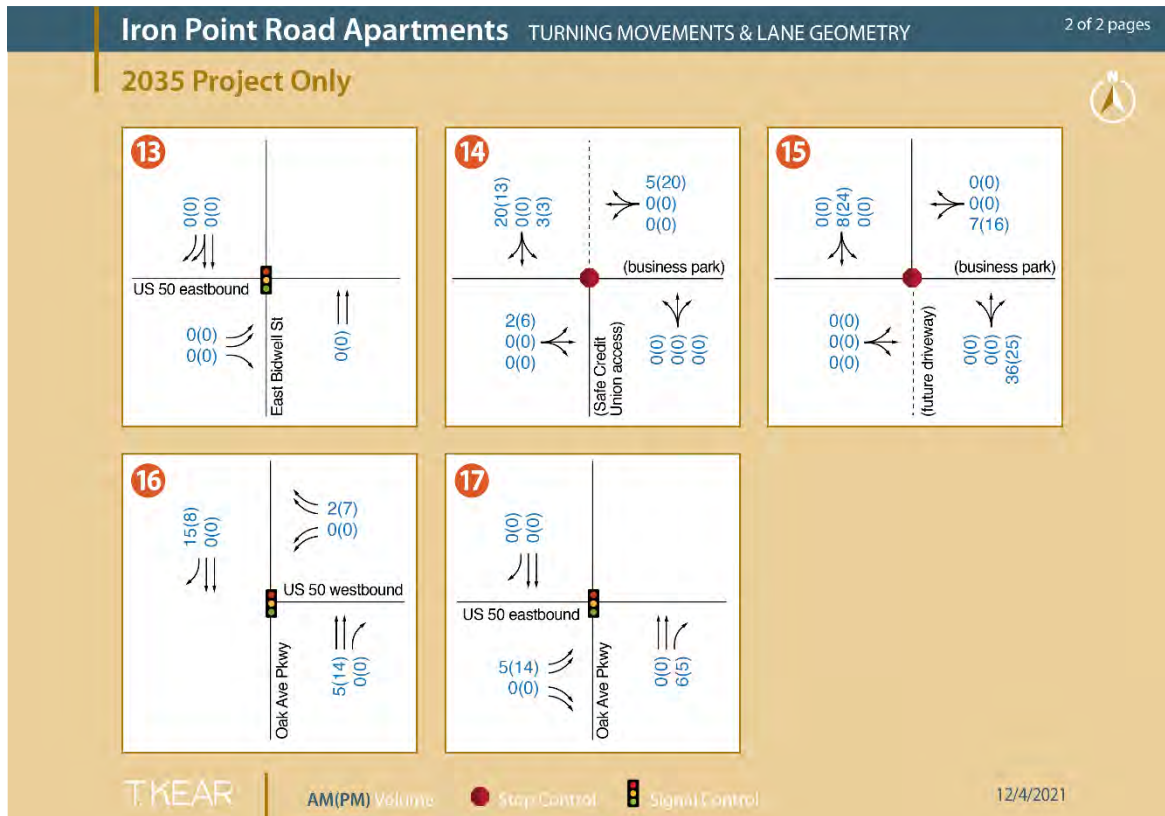


Figure 15. Project Trip Assignment for Cumulative 2035 Conditions (continued)

4.3 Existing 2021 with Project Conditions

Peak-hour traffic associated with the Project was added to the Existing 2021 turning volumes at each intersection. Delay and level-of-service were determined at the study intersections and segments. **Figure 16** summarizes the turning movements and lane configurations for the Existing with Project Condition. **Table 12** and **Table 13** presents a summary of the level-of-service results for the study intersections and segments.

The results indicate that all study segments are anticipated to operate at an acceptable level-of-service; three study intersections exceed the General Plan level-of-service standard prior to the addition of Project traffic.

- Prairie City Rd/American Aggregate Dr would operate at a deficient level-of-service during the AM peak if not for the Covid-19 related traffic reductions.
- Prairie City Rd/Iron Point Rd would operate at a deficient level-of-service during the AM and PM peak if not for the Covid-19 related traffic reductions.
- East Bidwell St/Iron Point Rd would operate at a deficient level-of-service during the PM peak if not for the Covid-19 related traffic reductions.

These locations are shown in orange highlight in the tables below. Because the increase in delay is less than five seconds, these violations of the General Plan level-of-service policy is not considered a Project impact. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

In addition to level-of-service, the 95th percentile left turn queues with and without the project were reviewed to identify any study intersections with Project queueing impacts. One location, the westbound left turn movement at Intersection #4 Prairie City Rd/Iron Point Rd during the AM peak has a queueing deficiency that Project traffic is anticipated to add more than one vehicle length to. This is considered a Project Related deficiency. An Abatement Measure⁸ to address this deficiency is provided in **Section 8**.

⁸ To avoid confusion, General Plan deficiencies are labeled as “deficiencies” rather than (CEQA) “impacts”, and the related improvements are labeled as “abatement measures” rather than “mitigation measures”. This is done to emphasize that level-of-service and/or queueing concerns are not considered to be impacts under CEQA.

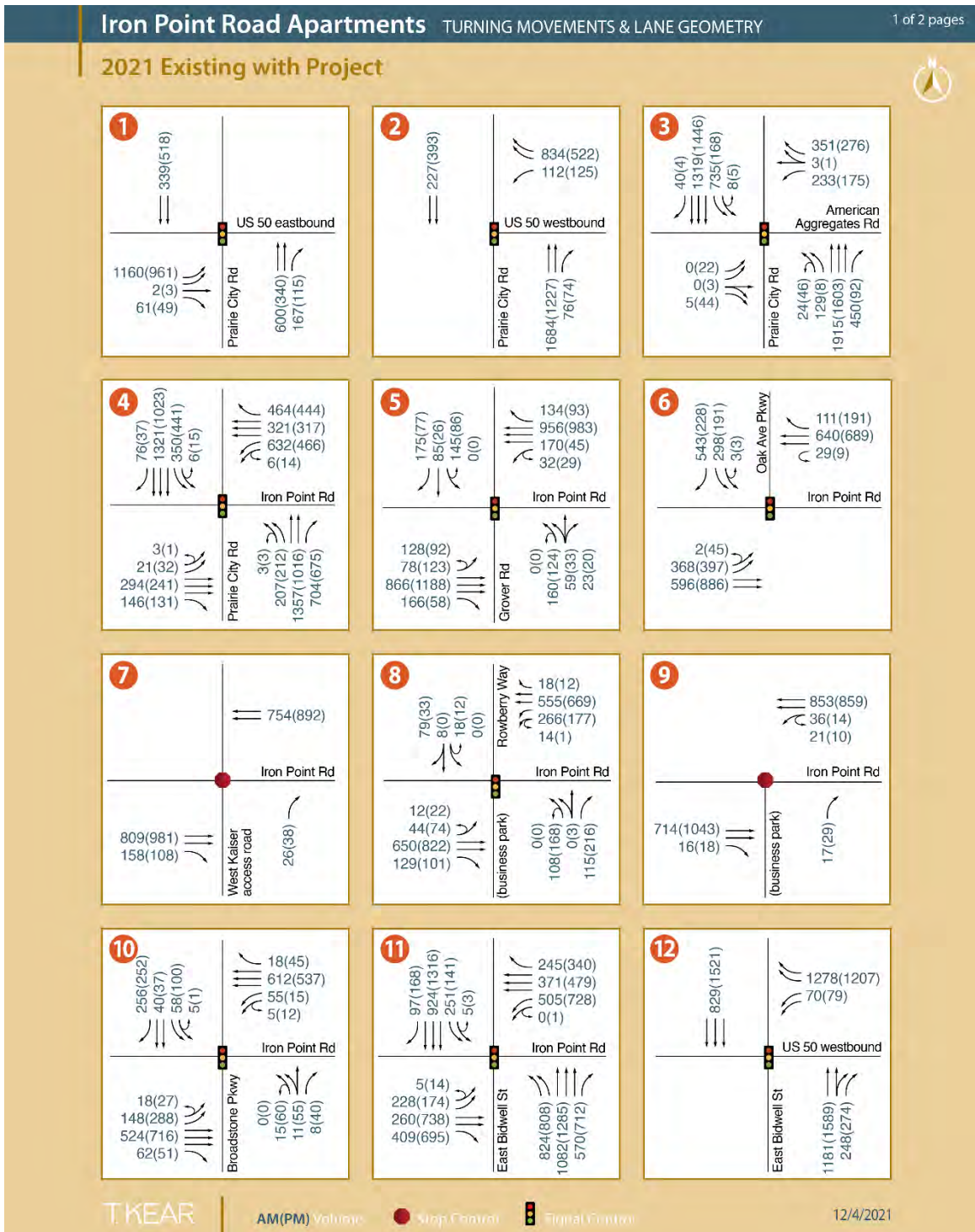


Figure 16. Existing 2021 with Project Condition Turning Movements and Lane Geometry

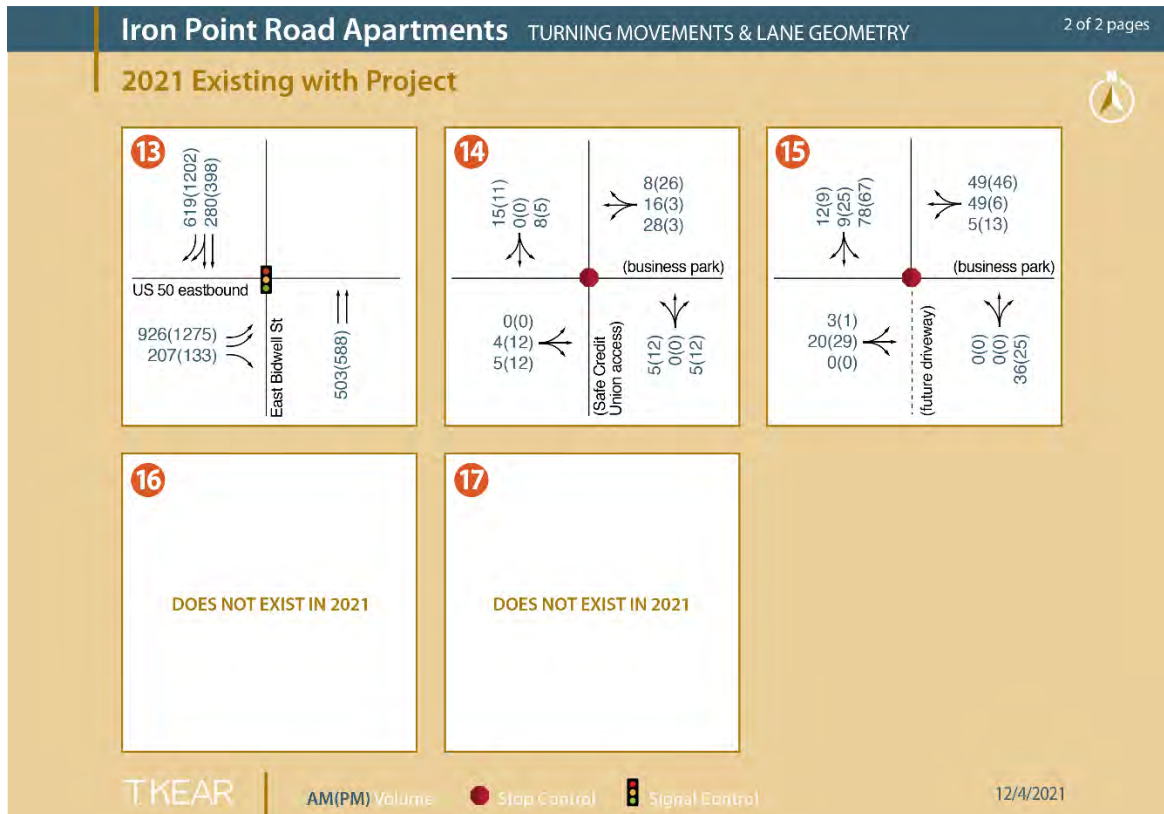


Figure 16. Existing 2021 with Project Condition Turning Movements and Lane Geometry (continued)

Table 12. Existing 2021 Intersection Delay and Level-of-Service (LOS), with and without Project

| Intersection | Control | Without Project | | With Project | |
|--|---------|----------------------|----------------------|----------------------|----------------------|
| | | AM (Delay LOS*) | PM (Delay LOS*) | AM (Delay LOS*) | PM (Delay LOS*) |
| 1. Prairie City Rd/US 50 eastbound ramps | Signal | 10.3 B | 8.3 A | 10.4 B | 8.4 A |
| 2. Prairie City Rd/US 50 westbound ramps | Signal | 19.4 B | 8.9 A | 19.5 B | 8.9 A |
| 3. Prairie City Rd/American Aggregates Rd | Signal | 66.1 E | 28.8 C | 66.3 E | 28.9 C |
| 4. Prairie City Rd/Iron Point Rd | Signal | 88.7 F | 64.5 E | 90.6 F | 66.1 E |
| 5. Iron Pt Road/Grover Rd | Signal | 50.9 D | 42.3 D | 51.4 D | 42.5 D |
| 6. Iron Point Rd /Oak Avenue Pkwy | Signal | 36.2 D | 37.8 D | 36.4 D | 38.4 D |
| 7. Iron Point Rd /West Kaiser access road | TWSC** | 11.9 B Northbound | 12.9 B Northbound | 11.9 B Northbound | 13 B Northbound |
| 8. Iron Point Rd /Rowberry Way | Signal | 14.3 B | 14.2 B | 14.8 B | 14.5 B |
| 9. Iron Point Rd /Safe Credit Union access | TWSC** | 15.6 C WB left/U | 23.1 C WB left/U | 16 C WB left/U | 23.6 C WB left/U |
| 10. Iron Point Rd /Broadstone Pkwy | Signal | 15.6 B | 19.6 B | 15.7 B | 19.7 B |
| 11. Iron Point Rd /East Bidwell St | Signal | 45.5 D | 94.3 F | 46 D | 95.3 F |
| 12. East Bidwell St/US 50 westbound ramps | Signal | 29.5 C | 35.1 D | 29.6 C | 35.7 D |
| 13. East Bidwell St/US 50 eastbound ramps | Signal | 10.2 B | 21.5 C | 10.2 B | 21.7 C |
| 14. APN 072-3120-023 "Lot 6" access | TWSC** | 9.1 A Northbound | 8.8 A Northbound | 9.2 A Northbound | 8.9 A Northbound |
| 15. APN 072-3120-023 "Lot 1" access | TWSC** | 9.6 A Southbound | 9.3 A Southbound | 10.3 B Southbound | 10.2 B Southbound |

* Level of Service

** Two Way Stop Control: LOS is defined by delay for the worst movement/shared movement, which is listed with the LOS results.

Table 13. Existing 2021 US 50 Segment Density and Level-of-Service (LOS), with and without Project

| US 50 Segment | Segment Type | Without Project | | With Project | |
|---|--------------|------------------------------------|-------------------------|------------------------------------|-------------------------|
| | | AM (Density LOS*) | PM (Density LOS*) | AM (Density LOS*) | PM (Density LOS*) |
| 1. US 50 westbound East Bidwell offramp | Diverge | 24.5 C | 17.3 B | 24.5 C | 17.4 B |
| 2. US 50 westbound East Bidwell loop onramp | Merge | 22.9 C | 17.1 B | 22.9 C | 17.1 B |
| 3. US 50 westbound East Bidwell slip onramp | Merge | 24.3 C | 19.0 B | 24.3 C | 19.0 B |
| 4. US 50 westbound East Bidwell to Oak Ave | Basic | 24.8 C | 18.8 C | 24.8 C | 18.8 C |
| 5. US 50 westbound Oak Avenue offramp | Diverge | Not applicable to this scenario | | Not applicable to this scenario | |
| 6. US 50 westbound Oak Avenue loop onramp | Merge | | | | |
| 7. US 50 westbound Oak Avenue diagonal onramp to Prairie City Rd offramp | weave | | | | |
| 8. US 50 westbound Prairie City offramp | Diverge | 32.0 D | 26.1 C | 32.0 D | 26.1 C |
| 9. US 50 westbound Prairie City loop onramp | Merge | 24.1 C | 21.6 C | 24.1 C | 21.6 C |
| 10. US 50 westbound Prairie City diagonal onramp | Merge | 24.5 C | 21.5 C | 24.6 C | 22.1 C |
| 11. US 50 eastbound Prairie City offramp | Diverge | 28.6 D | 31.0 D | 28.6 D | 31.1 D |
| 12. US 50 eastbound Prairie City diagonal onramp | Merge | 18.6 B | 23.2 C | 18.6 B | 23.2 C |
| 13. US 50 eastbound Prairie City fly-over onramp | Merge | 19.6 B | 25.4 C | 19.6 B | 25.4 C |
| 14. US 50 eastbound Prairie City fly-over onramp to Oak Ave offramp | Weave | Not applicable to this scenario | | Not applicable to this scenario | |
| 15. US 50 eastbound Oak Avenue loop onramp | Merge | | | | |
| 16. US 50 eastbound Oak Avenue diagonal onramp | Merge | | | | |
| 17. US 50 eastbound Oak Ave to East Bidwell | Basic | 17.5 B | 23.5 C | 17.5 B | 23.5 C |
| 18. US 50 eastbound East Bidwell offramp | Diverge | 10.4 B | 16.5 B | 10.4 B | 16.5 B |
| 19. US 50 eastbound East Bidwell loop onramp | Merge | 9.3 A | 13.9 B | 9.3 A | 13.9 B |
| 20. US 50 eastbound East Bidwell slip onramp | Merge | 7.5 A | 13.1 B | 7.6 A | 13.1 B |

* Level of Service

5. EXISTING PLUS APPROVED PROJECTS (EPAP) 2026 CONDITION WITH AND WITHOUT PROJECT

This section presents Existing Condition traffic plus traffic from planned and approved projects that are reasonably expected to be constructed by the time the project is constructed, corresponding to five years' worth of growth.

5.1 EPAP 2026 Growth Increment

Five-year traffic forecasts were developed using two different methodologies, and the higher (more conservative) volume projections were used for this analysis.

- The first method was based on the traffic anticipated from approved projects that have not been fully built as of August 2021.
- The second method used the City of Folsom General Plan travel demand model to estimate growth through 2026. Base year (2015) and Cumulative year (2035) trip tables were both assigned to the base year model network. The resulting 2015 and 2035 volumes interpolated to 2021 and compared with counts to calibrate the model to conditions in the immediate project vicinity. Results were then interpolated to 2026 and the NCHRP 255 adjustment methodology applied⁹. Supporting material for Traffic forecasting calculations are provided in **Appendix C**.

The second method resulted in higher traffic volumes and was therefore used as the bases for EPAP 2026 condition analysis.

5.2 EPAP 2026 Conditions

EPAP Conditions analysis utilizes lane configurations and signal timing plans from the Existing Conditions. **Figure 17** summarizes the turning movements and lane configurations for the EPAP 2026 Conditions scenario. **Table 14** and **Table 15** present a summary of level-of-service results for the study intersections under EPAP 2026 Conditions.

The results indicate that all study segments are anticipated to operate at an acceptable level-of-service; three study intersections exceed the General Plan level-of-service standard prior to the addition of Project traffic.

- Prairie City Rd/American Aggregate Dr would operate at a deficient level-of-service during the AM peak if not for the Covid-19 related traffic reductions.
- Prairie City Rd/Iron Point Rd would operate at a deficient level-of-service during the AM and PM peak if not for the Covid-19 related traffic reductions.
- East Bidwell St/Iron Point Rd would operate at a deficient level-of-service during the AM and PM peak if not for the Covid-19 related traffic reductions.

⁹ The NCHRP 255 adjustment uses anticipated traffic growth on each intersections approach and departure legs and observed traffic counts to estimate future year turning movements.

These locations are shown in orange highlight in the tables below. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

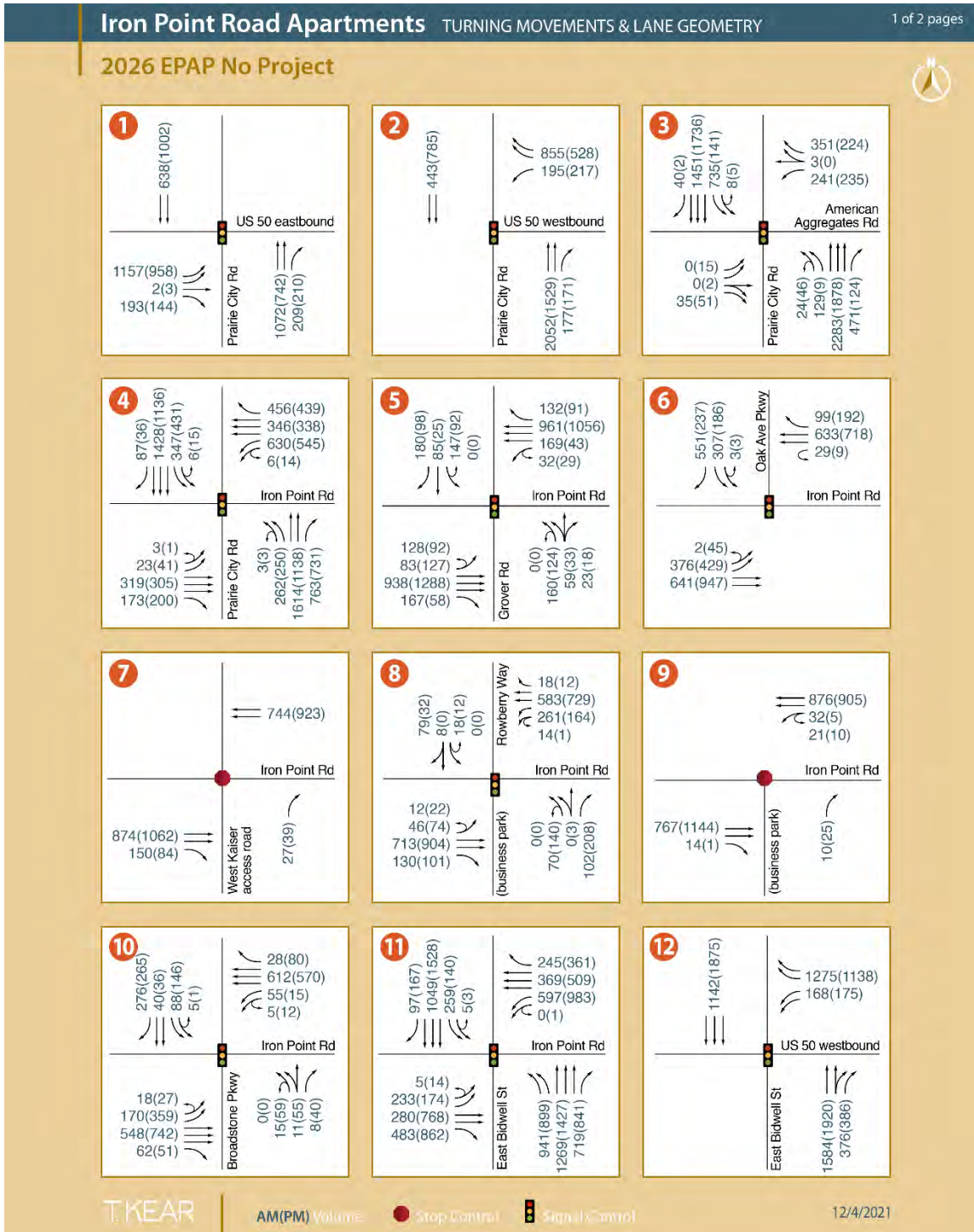


Figure 17. EPAP 2026 Condition Turn Movements and Geometry

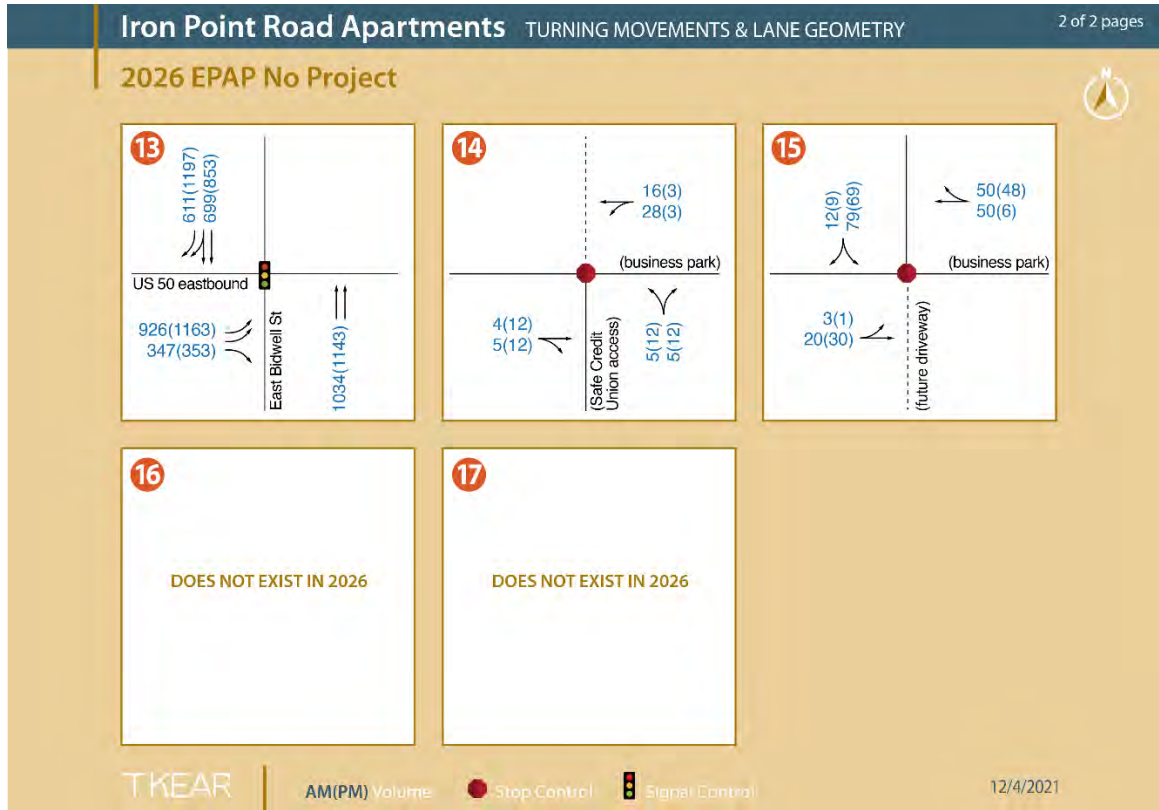


Figure 17. EPAP 2026 Condition Turn Movements and Geometry (continued)

Table 14. EPAP 2026 Intersection Delay and Level-of-Service

| Intersection | Control | Without Project | |
|--|---------|-----------------------|-----------------------|
| | | AM (Delay LOS*) | PM (Delay LOS*) |
| 1. Prairie City Rd/US 50 eastbound ramps | Signal | 15.2 B | 10.5 B |
| 2. Prairie City Rd/US 50 westbound ramps | Signal | 60.5 E | 10.2 B |
| 3. Prairie City Rd/American Aggregates Rd | Signal | 110.5 F | 30.8 C |
| 4. Prairie City Rd/Iron Point Rd | Signal | 123.4 F | 72.4 E |
| 5. Iron Point Rd /Grover Rd | Signal | 52 D | 43.4 D |
| 6. Iron Point Rd /Oak Avenue Pkwy | Signal | 36.8 D | 40.4 D |
| 7. Iron Point Rd /West Kaiser access road | TWSC** | 12.4 B Northbound | 13.7 B Northbound |
| 8. Iron Point Rd /Rowberry Way | Signal | 14.4 B | 14.3 B |
| 9. Iron Point Rd /Safe Credit Union access | TWSC** | 16.9 C WB left/U | 27 D WB left/U |
| 10. Iron Point Rd /Broadstone Pkwy | Signal | 16.3 B | 20.5 C |
| 11. Iron Point Rd /East Bidwell St | Signal | 67.1 E | 143.4 F |
| 12. East Bidwell St/US 50 westbound ramps | Signal | 46.9 D | 53.5 D |
| 13. East Bidwell St/US 50 eastbound ramps | Signal | 12.9 B | 25.4 C |
| 14. APN 072-3120-023 "Lot 6" access | TWSC** | 9.1 A Northbound | 8.8 A Northbound |
| 15. APN 072-3120-023 "Lot 1" access | TWSC** | 9.6 A Southbound | 9.8 A Southbound |

* Level of Service

** Two Way Stop Control: LOS is defined by delay for the worst movement/shared movement, which is listed with the LOS results.

Table 15. EPAP 2026 US 50 Segment Density and Level-of-Service (LOS)

| US 50 Segment | Segment Type | Without Project | |
|--|--------------|---------------------------------|-------------------------|
| | | AM (Density LOS*) | PM (Density LOS*) |
| 1. US 50 westbound East Bidwell offramp | Diverge | 25.9 C | 17.8 B |
| 2. US 50 westbound East Bidwell loop onramp | Merge | 24.4 C | 18.1 B |
| 3. US 50 westbound East Bidwell slip onramp | Merge | 25.9 C | 21.2 C |
| 4. US 50 westbound East Bidwell to Oak Ave | Basic | 26.9 D | 21.2 C |
| 5. US 50 westbound Oak Avenue offramp | Diverge | Not applicable to this scenario | |
| 6. US 50 westbound Oak Avenue loop onramp | Merge | | |
| 7. US 50 westbound Oak Avenue diagonal onramp to Prairie City Rd offramp | weave | | |
| 8. US 50 westbound Prairie City offramp | Diverge | 33.7 D | 28.7 D |
| 9. US 50 westbound Prairie City loop onramp | Merge | 25.5 C | 23.4 C |
| 10. US 50 westbound Prairie City diagonal onramp | Merge | 26.0 C | 23.2 C |
| 11. US 50 eastbound Prairie City offramp | Diverge | 30.5 D | 33.3 D |
| 12. US 50 eastbound Prairie City diagonal onramp | Merge | 19.6 B | 24.1 C |
| 13. US 50 eastbound Prairie City fly-over onramp | Merge | 21.1 C | 26.3 C |
| 14. US 50 eastbound Prairie City fly-over onramp to Oak Ave offramp | Weave | Not applicable to this scenario | |
| 15. US 50 eastbound Oak Avenue loop onramp | Merge | | |
| 16. US 50 eastbound Oak Avenue diagonal onramp | Merge | | |
| 17. US 50 eastbound Oak Ave to East Bidwell | Basic | 18.8 C | 24.7 C |
| 18. US 50 eastbound East Bidwell offramp | Diverge | 11.8 B | 17.6 B |
| 19. US 50 eastbound East Bidwell loop onramp | Merge | 9.3 A | 13.9 B |
| 20. US 50 eastbound East Bidwell slip onramp | Merge | 8.5 A | 14.2 B |

* Level of Service

5.3 EPAP 2026 with Project Condition

Peak-hour traffic associated with the Project was added to anticipated EPAP 2026 turning volumes at each intersection. Delay and level-of-service were then determined at the study intersections. **Figure 18** summarizes the turning movements and lane configurations for the EPAP 2026 with Project condition. **Table 16** and **Table 17** present a summary of the level-of-service results for the study intersections.

The results indicate that all study segments are anticipated to operate at an acceptable level-of-service; three study intersections exceed the General Plan level-of-service standard prior to the addition of Project traffic.

- Prairie City Rd/American Aggregate Dr would operate at a deficient level-of-service during the AM peak if not for the Covid-19 related traffic reductions.
- Prairie City Rd/Iron Point Rd would operate at a deficient level-of-service during the AM and PM peak if not for the Covid-19 related traffic reductions.
- East Bidwell St/Iron Point Rd would operate at a deficient level-of-service during the AM and PM peak if not for the Covid-19 related traffic reductions.

These locations are shown in orange highlight in the tables below. Because the increase in delay is less than five seconds, these violations of the General Plan level-of-service policy is not considered a Project impact. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

In Addition to level-of-service, the 95th percentile left turn queues with and without the project were reviewed to identify any study intersections with Project queueing impacts. One location, the westbound left turn movement at Intersection #4 Prairie City Rd/Iron Point Rd during the AM peak has a queueing deficiency that Project traffic is anticipated to add more than one vehicle length. This is considered a Project related deficiency. This deficiency is identical to the Project related deficiency previously identified under Existing 2021 with Project conditions. An Abatement measure to address this deficiency is provided in **Section 8**¹⁰.

¹⁰ To avoid confusion, General Plan deficiencies are labeled as “deficiencies” rather than (CEQA) “impacts”, and the related improvements are labeled as “abatement measures” rather than “mitigation measures”. This is done to emphasize that level-of-service and/or queueing concerns are not considered to be impacts under CEQA.

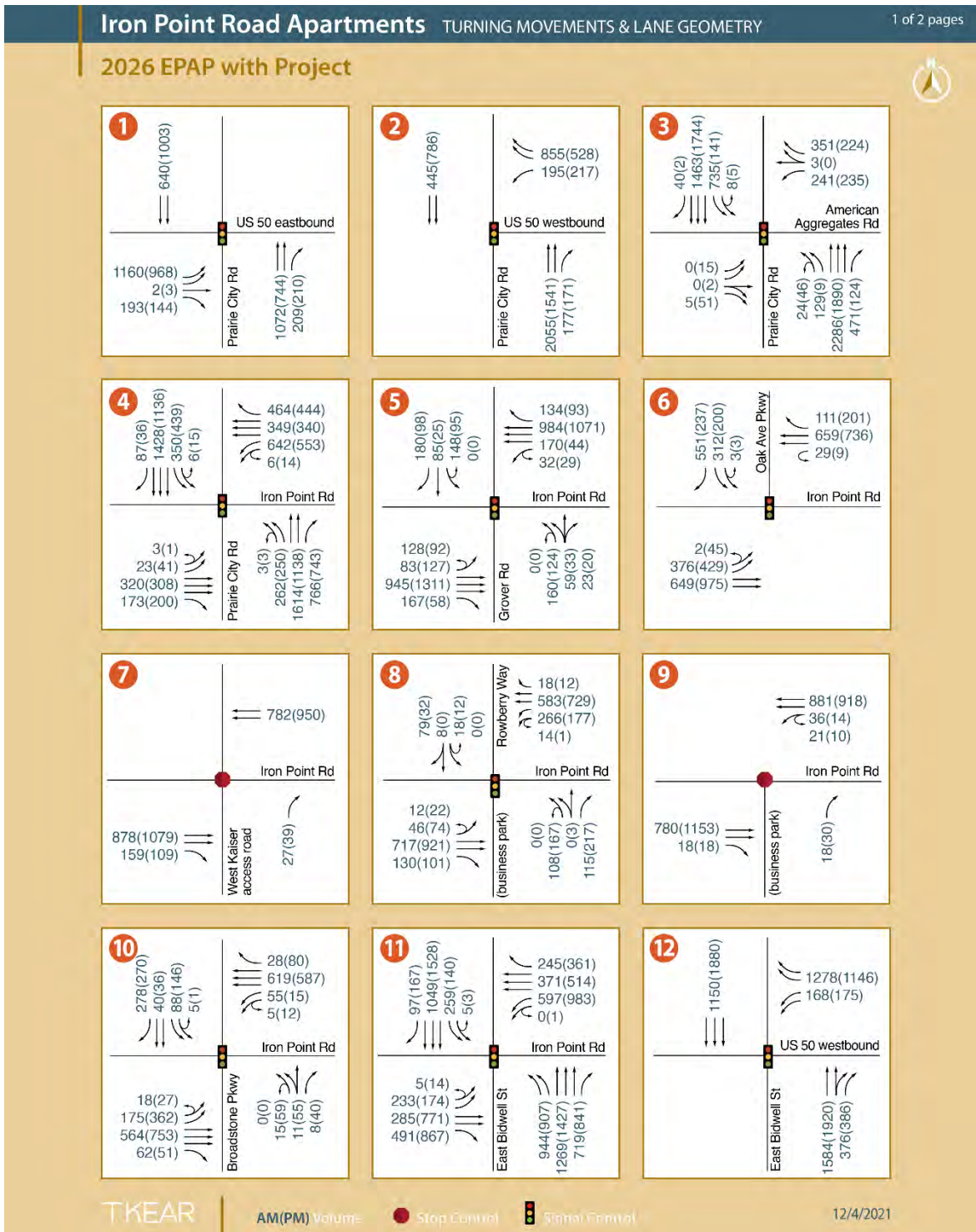


Figure 18. EPAP 2026 with Project Turning Movements and Lane Geometry

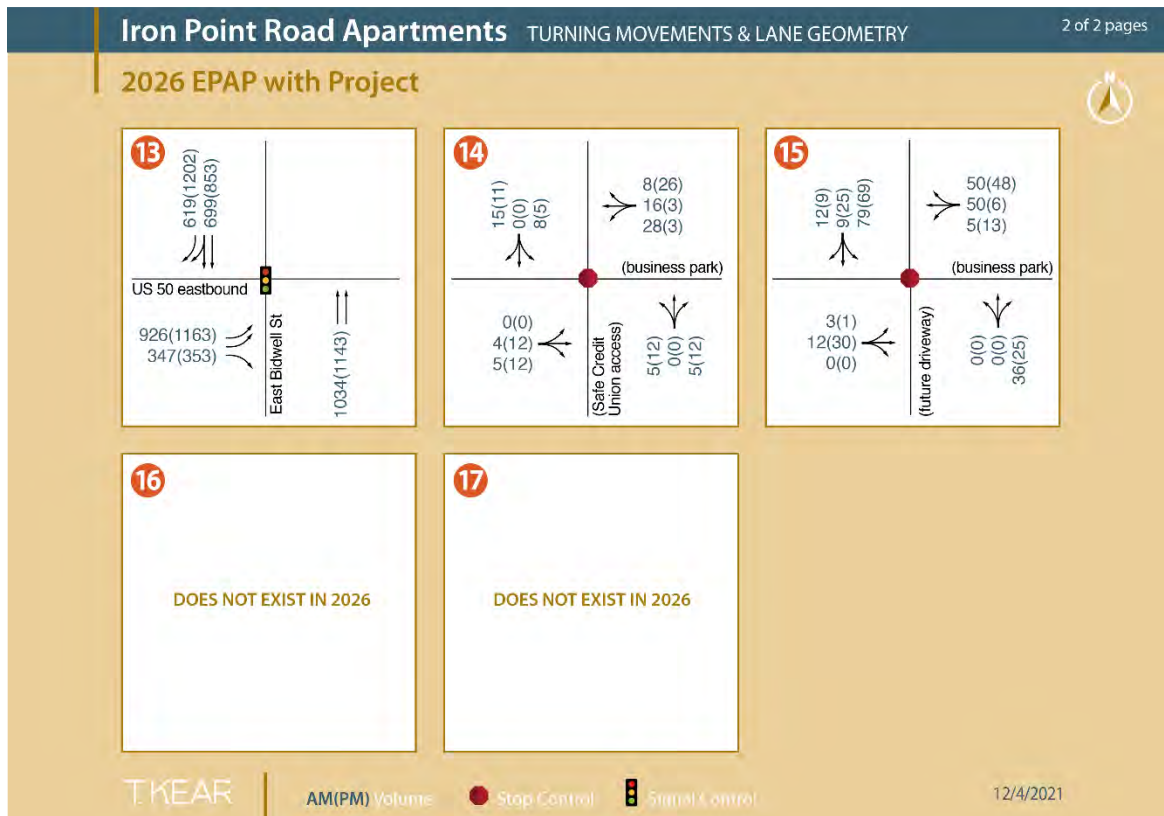


Figure 18. EPAP 2026 with Project Turning Movements and Lane Geometry (Continued)

Table 16. EPAP 2026 Intersection Delay and Level-of-Service, with and without Project

| Intersection | Control | Without Project | | With Project | |
|--|---------|-----------------------|-----------------------|-----------------------|-----------------------|
| | | AM (Delay LOS*) | PM (Delay LOS*) | AM (Delay LOS*) | PM (Delay LOS*) |
| 1. Prairie City Rd/US 50 eastbound ramps | Signal | 15.2 B | 10.5 B | 15.3 B | 10.6 B |
| 2. Prairie City Rd/US 50 westbound ramps | Signal | 60.5 E | 10.2 B | 60.8 E | 10.3 B |
| 3. Prairie City Rd/American Aggregates Rd | Signal | 110.5 F | 30.8 C | 110.6 F | 30.8 C |
| 4. Prairie City Rd/Iron Point Rd | Signal | 123.4 F | 72.4 E | 125.2 F | 74.1 E |
| 5. Iron Point Rd /Grover Rd | Signal | 52 D | 43.4 D | 52.5 D | 43.7 D |
| 6. Iron Point Rd /Oak Avenue Pkwy | Signal | 36.8 D | 40.4 D | 37.1 D | 41.4 D |
| 7. Iron Point Rd /West Kaiser access road | TWSC** | 12.4 B Northbound | 13.7 B Northbound | 12.4 B Northbound | 13.8 B Northbound |
| 8. Iron Point Rd /Rowberry Way | Signal | 14.4 B | 14.3 B | 15 B | 14.6 B |
| 9. Iron Point Rd /Safe Credit Union access | TWSC** | 16.9 C WB left/U | 27 D WB left/U | 17.3 C WB left/U | 27.7 D WB left/U |
| 10. Iron Point Rd /Broadstone Pkwy | Signal | 16.3 B | 20.5 C | 16.4 B | 20.6 C |
| 11. Iron Point Rd /East Bidwell St | Signal | 67.1 E | 143.4 F | 68 E | 144.5 F |
| 12. East Bidwell St/US 50 westbound ramps | Signal | 46.9 D | 53.5 D | 47 D | 53.8 D |
| 13. East Bidwell St/US 50 eastbound ramps | Signal | 12.9 B | 25.4 C | 12.9 B | 25.5 C |
| 14. APN 072-3120-023 "Lot 6" access | TWSC** | 9.1 A Northbound | 8.8 A Northbound | 9.2 A Northbound | 8.9 A Northbound |
| 15. APN 072-3120-023 "Lot 1" access | TWSC** | 9.6 A Southbound | 9.8 A Southbound | 10.3 B Southbound | 10.2 B Southbound |

* Level of Service

** Two Way Stop Control: LOS is defined by delay for the worst movement/shared movement, which is listed with the LOS results.

Table 17. EPAP 2026 US 50 Segment Density and Level-of-Service (LOS), with and without Project

| US 50 Segment | Segment Type | Without Project | | With Project | |
|---|--------------|------------------------------------|-------------------------|-------------------------|-------------------------|
| | | AM (Density LOS*) | PM (Density LOS*) | AM (Density LOS*) | PM (Density LOS*) |
| 1. US 50 westbound East Bidwell offramp | Diverge | 25.9 C | 17.8 B | 26.0 C | 17.9 B |
| 2. US 50 westbound East Bidwell loop onramp | Merge | 24.4 C | 18.1 B | 24.4 C | 18.1 B |
| 3. US 50 westbound East Bidwell slip onramp | Merge | 25.9 C | 21.2 C | 25.9 C | 21.2 C |
| 4. US 50 westbound East Bidwell to Oak Ave | Basic | 26.9 D | 21.2 C | 26.9 D | 21.2 C |
| 5. US 50 westbound Oak Avenue offramp | Diverge | Not applicable to this scenario | | | |
| 6. US 50 westbound Oak Avenue loop onramp | Merge | | | | |
| 7. US 50 westbound Oak Avenue diagonal onramp to Prairie City Rd offramp | weave | | | | |
| 8. US 50 westbound Prairie City offramp | Diverge | 33.7 D | 28.7 D | 33.7 D | 28.7 D |
| 9. US 50 westbound Prairie City loop onramp | Merge | 25.5 C | 23.4 C | 25.5 C | 23.4 C |
| 10. US 50 westbound Prairie City diagonal onramp | Merge | 26.0 C | 23.2 C | 26.1 C | 23.3 C |
| 11. US 50 eastbound Prairie City offramp | Diverge | 30.5 D | 33.3 D | 30.5 D | 33.3 D |
| 12. US 50 eastbound Prairie City diagonal onramp | Merge | 19.6 B | 24.1 C | 19.6 B | 24.1 C |
| 13. US 50 eastbound Prairie City fly-over onramp | Merge | 21.1 C | 26.3 C | 21.1 C | 26.3 C |
| 14. US 50 eastbound Prairie City fly-over onramp to Oak Ave offramp | Weave | Not applicable to this scenario | | | |
| 15. US 50 eastbound Oak Avenue loop onramp | Merge | | | | |
| 16. US 50 eastbound Oak Avenue diagonal onramp | Merge | | | | |
| 17. US 50 eastbound Oak Ave to East Bidwell | Basic | 18.8 C | 24.7 C | 18.8 C | 24.7 C |
| 18. US 50 eastbound East Bidwell offramp | Diverge | 11.8 B | 17.6 B | 11.8 B | 17.6 B |
| 19. US 50 eastbound East Bidwell loop onramp | Merge | 9.3 A | 13.9 B | 9.4 A | 14.0 B |
| 20. US 50 eastbound East Bidwell slip onramp | Merge | 8.5 A | 14.2 B | 8.5 A | 14.3 B |

* Level of Service

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6. CUMULATIVE 2026 CONDITION WITH AND WITHOUT PROJECT

This section presents Cumulative Condition traffic.

6.1 Cumulative 2035 Growth Increment

The City of Folsom General Plan travel demand model was used to estimate growth through 2035. The travel demand model was calibrated to the immediate project vicinity by using Base year (2015) and Cumulative year (2035) trip tables, both assigned to the base year model network. The resulting 2015 and 2035 volumes were interpolated to 2021 and compared with the counts to calibrate the model to conditions in the immediate project vicinity. The calibrated model was then applied using the cumulative 2035 trip tables and network to estimate Cumulative condition volumes. The NCHRP 255 adjustment methodology applied¹¹ was used to refine forecast turning movements. Supporting material for traffic forecasting calculations are provided in **Appendix C**.

6.2 Cumulative 2035 Conditions

The Cumulative Conditions analysis accounts for several planned changes to Folsom's transportation system:

- Addition of a third northbound through lane at intersection #4 (Prairie City Rd/Iron Point Rd);
- Widening of Iron Point Rd to six lanes on all segments between Prairie City Rd and East Bidwell St (effecting intersections 6-9);
- Construction of the Rowberry Way overcrossing of US 50;
- Construction of the Empire Ranch Rd interchange;
- Construction of the Oak Avenue Pkwy interchange; and
- The extension of Alder Creek Pkwy through Oak Avenue Pkwy (along with other Folsom Ranch infrastructure).

Figure 19 summarizes the turning movements and lane configurations for the Cumulative 2035 Conditions scenario. **Table 18** and **Table 19** present a summary of level-of-service results for the study intersections under EPAP 2026 Conditions. All study intersections and segments are anticipated to operate at an acceptable level-of service. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

¹¹ The NCHRP 255 approach is an iterative algorithm that uses anticipated traffic growth on each intersections' approach and departure legs, and observed traffic counts, to estimate future year turning movements.

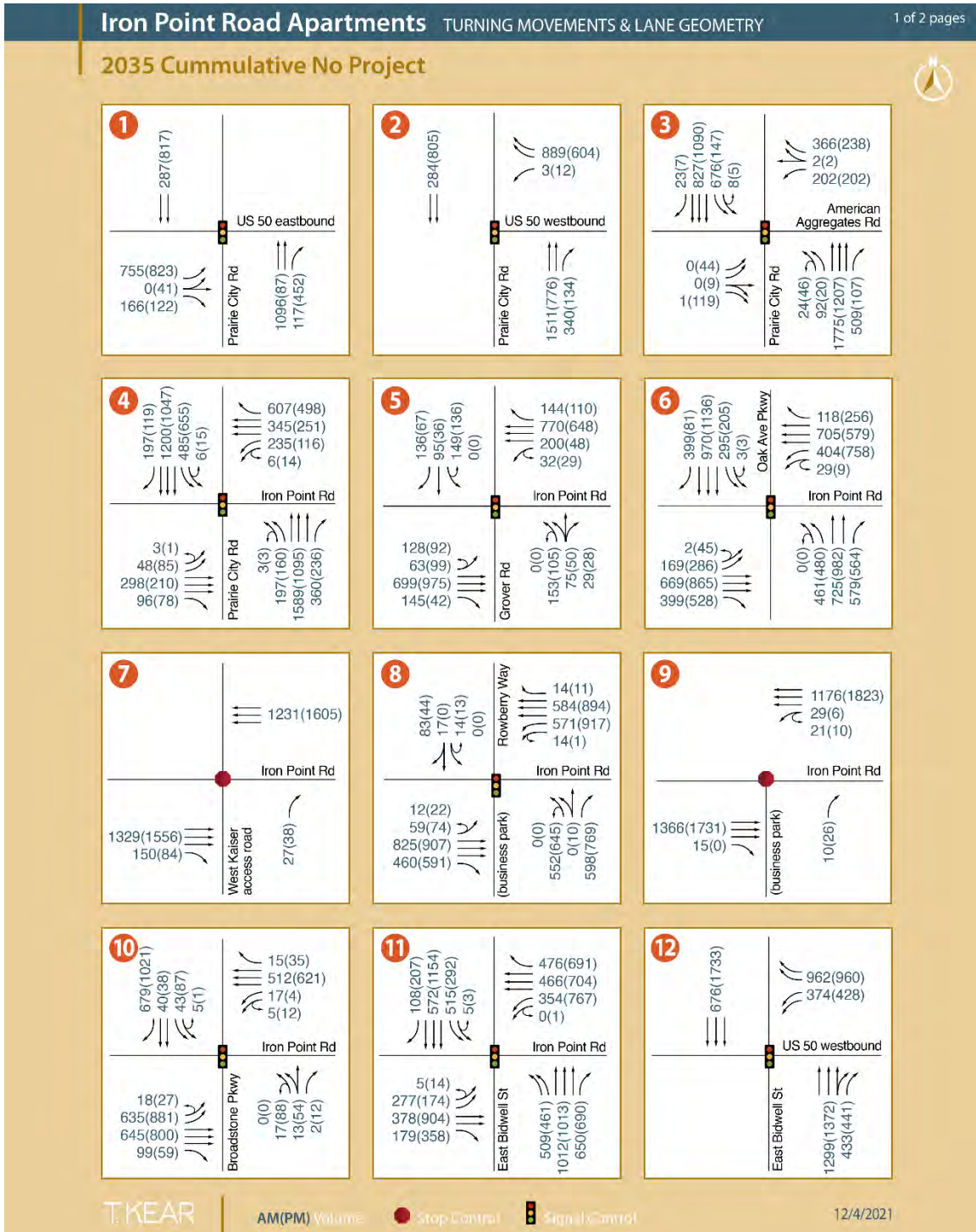


Figure 19. Cumulative 2035 Condition Turn Movements and Geometry

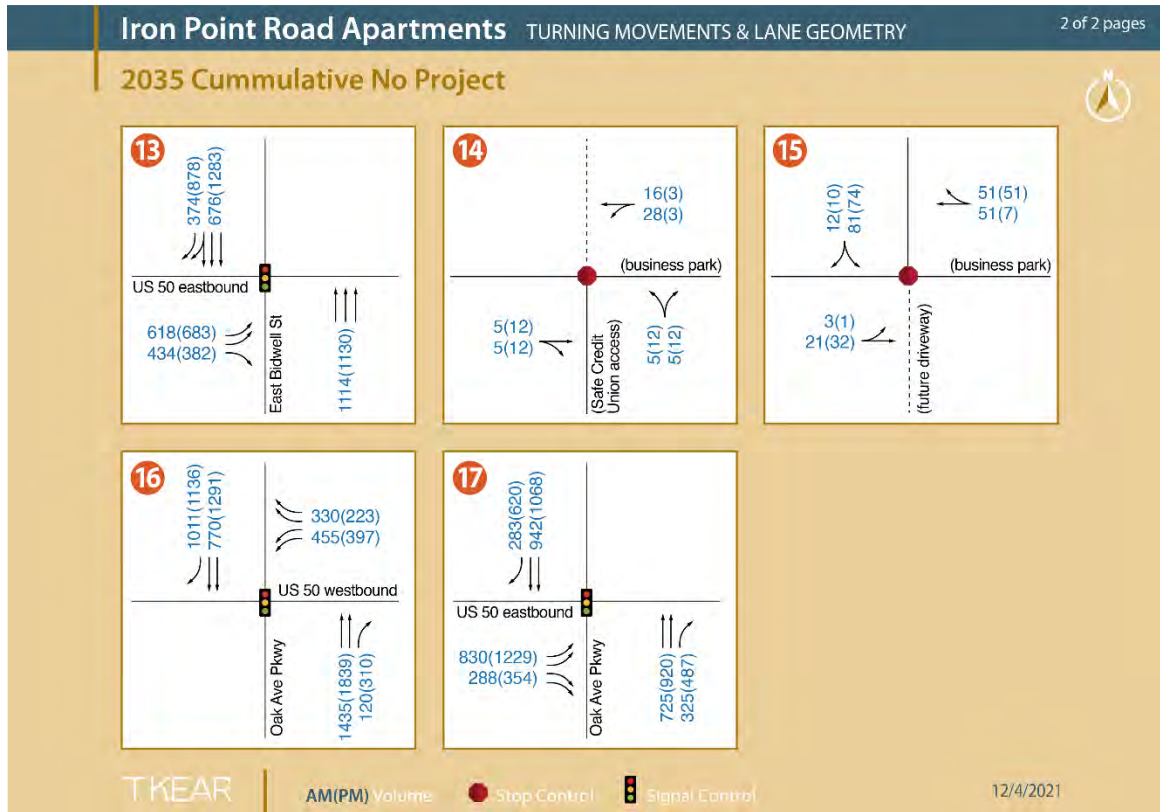


Figure 19. Cumulative 2035 Condition Turn Movements and Geometry (continued)

Table 18. Cumulative 2035 Intersection Delay and Level-of-Service

| Intersection | Control | Without Project | |
|--|---------|-----------------------|-----------------------|
| | | AM (Delay LOS*) | PM (Delay LOS*) |
| 1. Prairie City Rd/US 50 eastbound ramps | Signal | 10.6 B | 9.5 A |
| 2. Prairie City Rd/US 50 westbound ramps | Signal | 17.2 B | 8.4 A |
| 3. Prairie City Rd/American Aggregates Rd | Signal | 53.3 D | 29.5 C |
| 4. Prairie City Rd/Iron Point Rd | Signal | 45.5 D | 38 D |
| 5. Iron Point Rd /Grover Rd | Signal | 48.5 D | 38.9 D |
| 6. Iron Point Rd /Oak Avenue Pkwy | Signal | 39.7 D | 52.3 D |
| 7. Iron Point Rd /West Kaiser access road | TWSC* | 18.3 C Northbound | 21.5 C Northbound |
| 8. Iron Point Rd /Rowberry Way | Signal | 24.3 C | 32.7 C |
| 9. Iron Point Rd /Safe Credit Union Access | TWSC* | 23.6 C WB Left/U | 29.6 D WB Left/U |
| 10. Iron Point Rd /Broadstone Pkwy | Signal | 18 B | 24.3 C |
| 11. Iron Point Rd /East Bidwell St | Signal | 37.4 D | 54.5 D |
| 12. East Bidwell St/US 50 westbound ramps | Signal | 18.7 B | 21.2 C |
| 13. East Bidwell St/US 50 eastbound ramps | Signal | 10.9 B | 11.8 B |
| 14. APN 072-3120-023 "Lot 6" access | TWSC* | 9.1 A Northbound | 8.8 A Northbound |
| 15. APN 072-3120-023 "Lot 1" access | TWSC* | 9.7 A Southbound | 9.3 A Southbound |
| 16. Oak Avenue Pkwy/US 50 westbound ramps | Signal | 13.7 B | 22.7 C |
| 17. Oak Avenue Pkwy/US 50 eastbound ramps | Signal | 9.5 A | 20.4 C |

* Level of Service

** Two Way Stop Control: LOS is defined by delay for the worst movement/shared movement, which is listed with the LOS results.

Table 19. Cumulative 2035 US 50 Segment Density and Level-of-Service (LOS)

| US 50 Segment | Segment Type | Without Project | |
|--|--------------|---------------------------------|-------------------------|
| | | AM (Density LOS*) | PM (Density LOS*) |
| 1. US 50 westbound East Bidwell offramp | Diverge | 17.3 B | 14.1 B |
| 2. US 50 westbound East Bidwell loop onramp | Merge | 31.2 D | 24.0 C |
| 3. US 50 westbound East Bidwell slip onramp | Merge | 28.6 D | 22.4 C |
| 4. US 50 westbound East Bidwell to Oak Ave | Basic | 30.6 D | 22.2 C |
| 5. US 50 westbound Oak Avenue offramp | Diverge | 33.7 D | 27.0 C |
| 6. US 50 westbound Oak Avenue loop onramp | Merge | 28.0 D | 24.7 C |
| 7. US 50 westbound Oak Avenue diagonal onramp to Prairie City Rd offramp | weave | 27.6 C | 25.2 C |
| 8. US 50 westbound Prairie City offramp | Diverge | Not applicable to this scenario | |
| 9. US 50 westbound Prairie City loop onramp | Merge | 33.2 D | 31.6 D |
| 10. US 50 westbound Prairie City diagonal onramp | Merge | 29.3 D | 27.9 C |
| 11. US 50 eastbound Prairie City offramp | Diverge | 35.8 E | 37.5 E |
| 12. US 50 eastbound Prairie City diagonal onramp | Merge | 27.1 C | 31.0 D |
| 13. US 50 eastbound Prairie City fly-over onramp | Merge | Not applicable to this scenario | |
| 14. US 50 eastbound Prairie City fly-over onramp to Oak Ave offramp | Weave | 22.5 C | 26.0 C |
| 15. US 50 eastbound Oak Avenue loop onramp | Merge | 24.1 C | 28.2 D |
| 16. US 50 eastbound Oak Avenue diagonal onramp | Merge | 26.7 C | 32.5 D |
| 17. US 50 eastbound Oak Ave to East Bidwell | Basic | 22.1 C | 30.1 D |
| 18. US 50 eastbound East Bidwell offramp | Diverge | 15.2 B | 21.7 C |
| 19. US 50 eastbound East Bidwell loop onramp | Merge | 11.0 B | 16.8 B |
| 20. US 50 eastbound East Bidwell slip onramp | Merge | 11.7 B | 19.2 B |

* Level of Service

6.3 Cumulative 2035 with Project Condition

Peak-hour traffic associated with the Project was added to anticipated EPAP 2026 turning volumes at each intersection. Delay and level-of-service were then determined at the study intersections. **Figure 20** summarizes the turning movements and lane configurations for the EPAP 2026 with Project Condition. **Table 20** and **Table 21** present a summary of the level-of-service results for the study intersections. All study intersections and segments are anticipated to operate at an acceptable level-of service. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

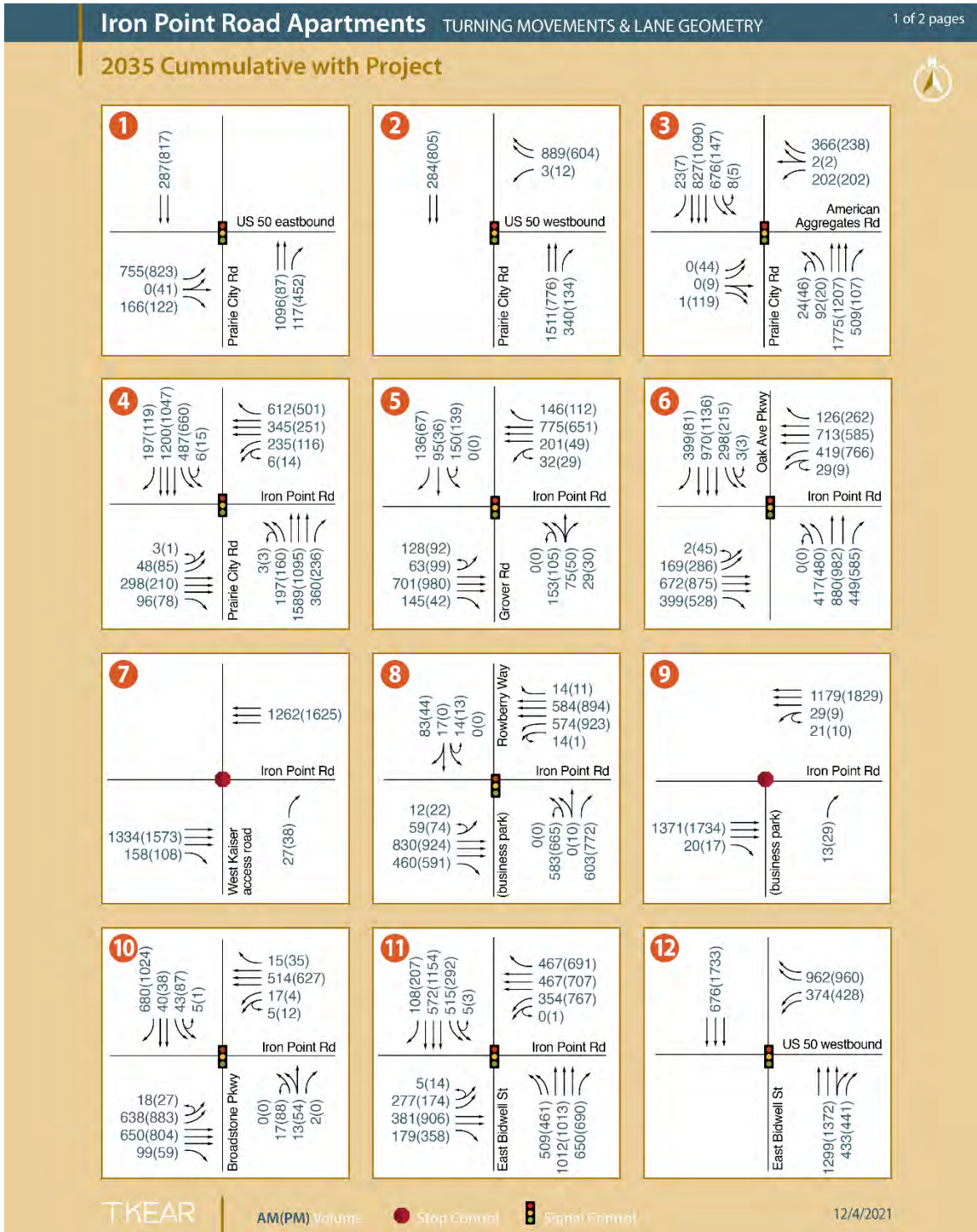


Figure 20. Cumulative 2035 with Project Turning Movements and Lane Geometry

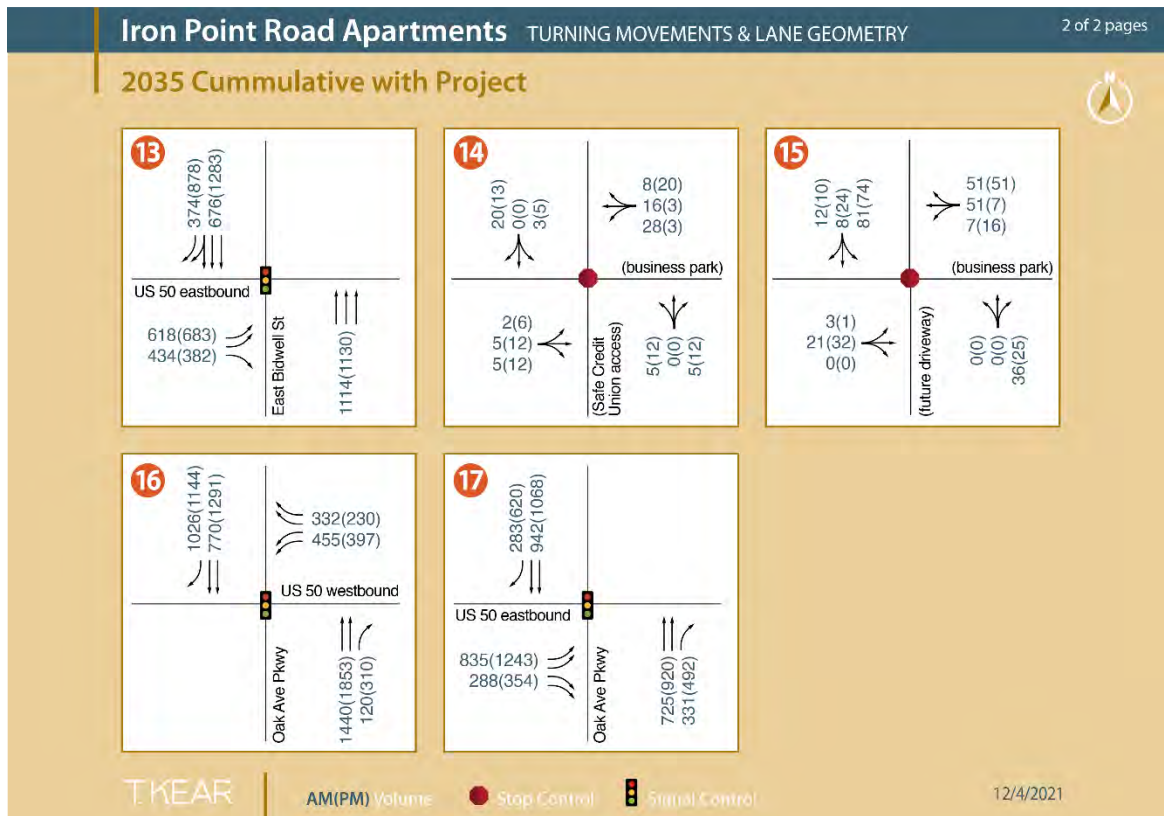


Figure 20. Cumulative 2035 with Project Turning Movements and Lane Geometry (continued)

Table 20. Cumulative 2035 Intersection Delay and Level-of-Service, with and without Project

| Intersection | Control | Without Project | | With Project | |
|--|---------|-----------------------|-----------------------|-----------------------|-----------------------|
| | | AM (Delay LOS*) | PM (Delay LOS*) | AM (Delay LOS*) | PM (Delay LOS*) |
| 1. Prairie City Rd/US 50 eastbound ramps | Signal | 10.6 B | 9.5 A | 10.6 B | 9.5 A |
| 2. Prairie City Rd/US 50 westbound ramps | Signal | 17.2 B | 8.4 A | 17.2 B | 8.4 A |
| 3. Prairie City Rd/American Aggregates Rd | Signal | 53.3 D | 29.5 C | 53.3 D | 29.5 C |
| 4. Prairie City Rd/Iron Point Rd | Signal | 45.5 D | 38 D | 45.7 D | 38.1 D |
| 5. Iron Point Rd /Grover Rd | Signal | 48.5 D | 38.9 D | 48.7 D | 39.1 D |
| 6. Iron Point Rd /Oak Avenue Pkwy | Signal | 39.7 D | 52.3 D | 40.8 D | 54.6 D |
| 7. Iron Point Rd /West Kaiser access road | TWSC* | 18.3 C Northbound | 21.5 C Northbound | 18.4 C Northbound | 21.7 C Northbound |
| 8. Iron Point Rd /Rowberry Way | Signal | 24.3 C | 32.7 C | 25 C | 34 C |
| 9. Iron Point Rd /Safe Credit Union Access | TWSC* | 23.6 C WB Left/U | 29.6 D WB Left/U | 23.9 C WB Left/U | 30.8 D WB Left/U |
| 10. Iron Point Rd /Broadstone Pkwy | Signal | 18 B | 24.3 C | 18 B | 24.4 C |
| 11. Iron Point Rd /East Bidwell St | Signal | 37.4 D | 54.5 D | 37.5 D | 54.6 D |
| 12. East Bidwell St/US 50 westbound ramps | Signal | 18.7 B | 21.2 C | 18.7 B | 21.2 C |
| 13. East Bidwell St/US 50 eastbound ramps | Signal | 10.9 B | 11.8 B | 10.9 B | 11.8 B |
| 14. APN 072-3120-023 "Lot 6" access | TWSC* | 9.1 A Northbound | 8.8 A Northbound | 9.3 A Northbound | 9 A Northbound |
| 15. APN 072-3120-023 "Lot 1" access | TWSC* | 9.7 A Southbound | 9.3 A Southbound | 10.4 B Southbound | 10.3 B Southbound |
| 16. Oak Avenue Pkwy/US 50 westbound ramps | Signal | 13.7 B | 22.7 C | 14.4 B | 23.4 C |
| 17. Oak Avenue Pkwy/US 50 eastbound ramps | Signal | 9.5 A | 20.4 C | 9.5 A | 20.9 C |

* Level of Service

** Two Way Stop Control: LOS is defined by delay for the worst movement/shared movement, which is listed with the LOS results.

Table 21. Cumulative US 50 Segment Density and Level-of-Service (LOS), with and without Project

| US 50 Segment | Segment Type | Without Project | | With Project | |
|--|--------------|---------------------------------|-------------------|---------------------------------|-------------------|
| | | AM (Density LOS*) | PM (Density LOS*) | AM (Density LOS*) | PM (Density LOS*) |
| 1. US 50 westbound East Bidwell offramp | Diverge | 17.3 B | 14.1 B | 17.3 B | 14.1 B |
| 2. US 50 westbound East Bidwell loop onramp | Merge | 31.2 D | 24.0 C | 31.2 D | 24.0 C |
| 3. US 50 westbound East Bidwell slip onramp | Merge | 28.6 D | 22.4 C | 28.6 D | 22.5 C |
| 4. US 50 westbound East Bidwell to Oak Ave | Basic | 30.6 D | 22.2 C | 30.6 D | 22.3 C |
| 5. US 50 westbound Oak Avenue offramp | Diverge | 33.7 D | 27.0 C | 33.7 D | 27.1 C |
| 6. US 50 westbound Oak Avenue loop onramp | Merge | 28.0 D | 24.7 C | 28.0 D | 24.7 C |
| 7. US 50 westbound Oak Avenue diagonal onramp to Prairie City Rd offramp | weave | 27.6 C | 25.2 C | 27.7 C | 25.3 C |
| 8. US 50 westbound Prairie City offramp | Diverge | Not applicable to this scenario | | Not applicable to this scenario | |
| 9. US 50 westbound Prairie City loop onramp | Merge | 33.2 D | 31.6 D | 33.3 D | 31.7 D |
| 10. US 50 westbound Prairie City diagonal onramp | Merge | 29.3 D | 27.9 C | 29.4 D | 27.9 C |
| 11. US 50 eastbound Prairie City offramp | Diverge | 35.8 E | 37.5 E | 35.8 E | 37.7 E |
| 12. US 50 eastbound Prairie City diagonal onramp | Merge | 27.1 C | 31.0 D | 27.2 C | 31.1 D |
| 13. US 50 eastbound Prairie City fly-over onramp | Merge | Not applicable to this scenario | | Not applicable to this scenario | |
| 14. US 50 eastbound Prairie City fly-over onramp to Oak Ave offramp | Weave | 22.5 C | 26.0 C | 22.7 C | 26.1 C |
| 15. US 50 eastbound Oak Avenue loop onramp | Merge | 24.1 C | 28.2 D | 24.1 C | 28.2 D |
| 16. US 50 eastbound Oak Avenue diagonal onramp | Merge | 26.7 C | 32.5 D | 26.8 C | 32.5 D |
| 17. US 50 eastbound Oak Ave to East Bidwell | Basic | 22.1 C | 30.1 D | 22.2 C | 30.2 D |
| 18. US 50 eastbound East Bidwell offramp | Diverge | 15.2 B | 21.7 C | 15.3 B | 21.7 C |
| 19. US 50 eastbound East Bidwell loop onramp | Merge | 11.0 B | 16.8 B | 11.1 B | 16.9 B |
| 20. US 50 eastbound East Bidwell slip onramp | Merge | 11.7 B | 19.2 B | 11.7 B | 19.2 B |

* Level of Service

7. PROJECT IMPACTS AND MITIGATION

7.1 Level-of-Service Impacts

No Project related level-of-service deficiencies are anticipated under Existing 2021, EPAP 2026, or cumulative 2035 conditions.

7.2 SB Vehicle Miles Traveled (VMT)

Folsom General Plan policy NCR 3.1.3 addressed vehicle miles traveled (VMT) as shown below:

Policy NCR 3.1.3 “Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and, encouraging alternative transportation such as walking, cycling, and public transit.”

The Governors’ Office of Planning and Research (OPR) has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15% VMT reduction per capita, relative to either city or regional averages, based on the California’s Climate Scoping Plan¹². Qualitative assessment of VMT reduction is acceptable to screen projects¹³.

Under State Law (SB 743), VMT became the only CEQA threshold of significance for transportation impacts on July 1, 2020. Without specific General Plan guidance for VMT thresholds, this analysis uses qualitative screening against OPR’s guidance of a 15% per capita VMT reduction.

To support jurisdictions’ SB743 implementation, SACOG developed thresholds and screening maps (**Figure 21**) for residential projects¹⁴, using outputs from the 2016 base year travel demand model run for the 2020 MTP/SCS. SACOG’s travel demand model is activity/tour based and is designed to estimate an individual’s daily travel, accounting for land use, transportation and demographics that influence peoples’ travel behaviors. For residential projects, the threshold is defined as total household VMT per capita achieving 15% of reduction compared to regional (or any appropriate sub-area) average VMT. The map uses HEX geography. Residential VMT per capita per HEX is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the residents living at the HEX and divided by the total population in the HEX. Green hexagons denote areas where residential VMT is 50% to 85% of the regional average and yellow hexagons denote areas where residential VMT is 85% to 100% of the regional average.

The Project is located within one of the green hexagons with average residential VMT of 17 miles per capita (per day). The Project is anticipated to generate less than 82% of the regional

¹² OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

¹³ OPR’s webinar on SB 743 implementation, 4/16/2020.

¹⁴ SACOG (2021) <https://sb743-sacog.opendata.arcgis.com/>

per capita residential daily VMT of 20.82 miles. **The Project is therefore anticipated to have a less-than-significant impact on VMT.**

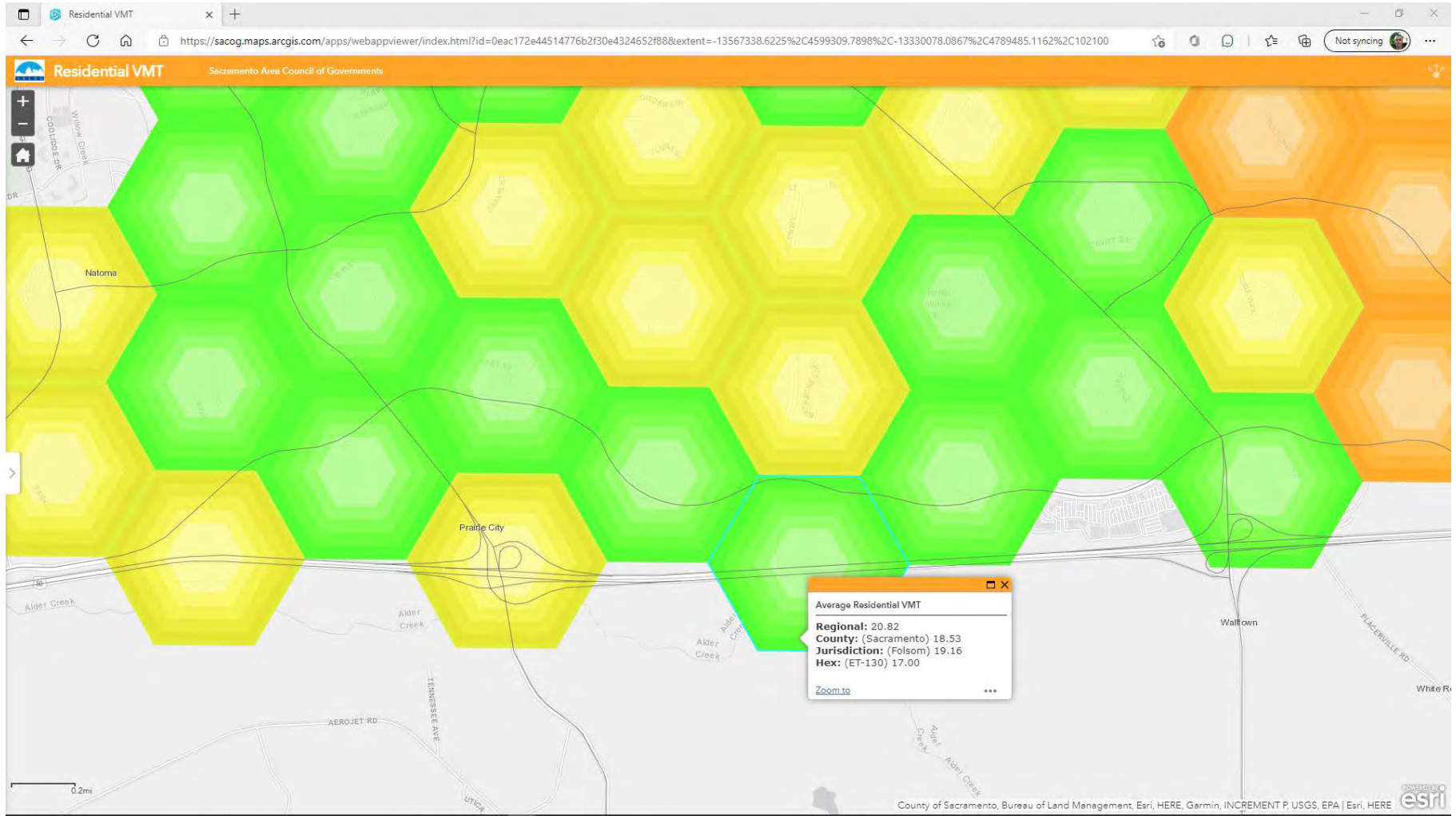


Figure 21. SACOG SB 743 Regional VMT Screening Map

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8. OTHER CONSIDERATIONS

8.1 Internal Circulation and Site Plan Review

A preliminary site plan was provided as **Figure 2** through **Figure 4**, (page 3 through page 5). This section reviews parking, entry gate queues, driveway throat-depth, and emergency vehicle access.

Parking Requirements

Multiple-family structures and complexes: Folsom Municipal Code¹⁵ requires 1.5 spaces per dwelling unit.

Proposed Project Parking: 491 spaces are provided for the 253 apartments, with an overall parking ratio of 1.94 spaces per dwelling unit. This includes 304 spaces on Lot 1 for its 153 apartments (1.99 spaces per dwelling unit), and 187 spaces on Lot 6 for its 100 apartments (1.87 spaces per dwelling unit).

Parking analysis: The proposed parking supply exceeds the City requirement and is anticipated to be adequate for the Project.

Entry Gate Queues

The Project proposes entry gates at both Lot 1 and Lot 6. Anticipated vehicle arrivals were estimated based on the trip generation estimates for Lot 1 and Lot 6 assuming arrival rates based on a cumulative Poisson distribution. Both 50th percentile and 95th percentile queue lengths were estimated assuming both one-minute and two-minute cycle times for the gates. 95% queues are the normal metric for identifying the appropriate storage capacity for an anticipated queue.

Assuming a one- minute gate cycle

- At Lot 1: 50% entry queue is anticipated to be 0 vehicles/minute and the 95% entry queue is anticipated to be 1 vehicle per minute.
- At Lot 6: 50% entry queue is anticipated to be 0 vehicles/minute and the 95% entry queue is anticipated to be 1 vehicle per minute.

Assuming a two-minute gate cycle

- At Lot 1: 50% entry queue is anticipated to be 0 vehicles/minute and the 95% entry queue is anticipated to be 2 vehicle per minute.
- At Lot 6: 50% entry queue is anticipated to be 0 vehicles/minute and the 95% entry queue is anticipated to be 2 vehicle per minute.

If the entry gates are to be kept closed during the AM or PM peak hours, storage for two or more vehicles should be provided outside of each gate.

¹⁵ Section 17.57.040 "Off-street parking requirements"
<https://www.codepublishing.com/CA/Folsom/html/Folsom17/Folsom1757.html#17.57.040>.

Minimum Required Throat-Depth

Project access is from private roadways within the Folsom Corporate Center and the City's minimum required throat depth is not applicable.

Emergency Vehicle Access

The Project's internal drive isles have 25-foot inner/50-foot outer minimum turning radii to accommodate fire department access. In addition to the primary access to each project parcel, separate emergency vehicle access points are also provided. Emergency vehicle access is anticipated to be adequate.

Right-Turn Deceleration/Acceleration Lanes and Tapers for Driveways

The Project is accessed via private roadways inside of the Folsom Corporate Center, access to City streets is not being modified and Folsom's requirements for right turn tapers and deceleration lanes are not applicable. Additionally, vehicle speeds and volumes within the business park's internal roadway do not create a safety issue that would necessitate right turn tapers and deceleration lanes.

8.2 Bicycle/Pedestrian/Transit Facilities

The Project does not inhibit the use of bicycle, pedestrian, or transit facilities; eliminate existing bicycle, pedestrian, or transit facilities; or prevent the implementation of planned bicycle, pedestrian, or transit facilities.

8.3 Queueing

Anticipated 95th-percentile left turn queue lengths were reviewed at all signalized intersections. The 95th-percentile queue is defined to be the queue length (in feet) that has only a 5-percent probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience.

Two queueing deficiencies were identified where the 95% queue length is anticipated to exceed the length of the left turn pocket and Project traffic will add more than one vehicle length to that queue:

Existing 2021 conditions with Project

Deficiency 1: Prairie City Rd/Iron Point Rd – As discussed in Section 4.3 (page 42) Under existing 2021 conditions with the Project, the westbound left-turn queue during the AM peak hour exceeds available storage, and the Project is anticipated to add 1 vehicle to the queue. Additional queued vehicles can contribute to level-of-service deficiencies when queues are longer than available storage and “spill-back” can affect the capacity of adjacent lanes. To avoid confusion, General Plan deficiencies are labeled as “deficiencies” rather than (CEQA) “impacts”, and the related improvements are labeled as “abatement measures” rather than “mitigation measures”. This is done to emphasize that level-of-service and/or queueing concerns are not considered to be impacts under CEQA.

Abatement 1 – Modify Prairie City Rd/Iron Point Rd signal timing plan by shifting 1 second from the eastbound through movement to the westbound left turn movement, reduce the vehicle extension setting from adding five to six additional seconds to the green phase for through movements to adding four seconds to the green phase for through movements for each vehicle passing the detector after the minimum green phase length has been exceeded. **Table 22** below summarizes the effect of Abatement 1. This abatement can be implemented by the City through a reimbursement agreement with the applicant to cover any City costs. (Timing: prior to issuance of 1st building permit.)

Table 22. Abatement 1 Supporting Data

| | Delay (Seconds) | Level-of-Service | 95 th percentile westbound left turn queue length |
|--------------------------------------|-----------------|------------------|--|
| Existing timing plan without Project | 88.7 | F | 787 feet |
| Existing timing plan with Project | 90.6 | F | 822 feet |
| Modified timing plan with Project | 89.0 | F | 789 feet |

With implementation of Abatement 1, the Project has a less-than-significant effect on traffic operations under existing 2021 conditions with the addition of Project traffic.

[EPAP 2026 Conditions with Project](#)

Deficiency 2/Abatement 2 are identical to Deficiency 1/Abatement 1 above.

Deficiency 2: Prairie City Rd/Iron Point Rd – As discussed in Section 5.3 (page 53) EPAP 2026 conditions with the Project, the westbound left-turn queue during the AM peak hour exceeds available storage, and the Project is anticipated to add 1 vehicle to the queue.

Abatement 2 – Modify Prairie City Rd/Iron Point Rd signal timing plan by shifting 1 second from the eastbound through movement to the westbound left turn movement, reduce the vehicle extension setting from adding five to six additional seconds to the green phase for through movements to adding four seconds to the green phase for through movements for each vehicle passing the detector after the minimum green phase length has been exceeded. **Table 23** below summarizes the effect of Abatement 1. This abatement can be implemented by the City through a reimbursement agreement with the applicant to cover any City costs. (Timing: prior to issuance of 1st building permit.)

Table 23. Abatement 2 Supporting Data

| | Delay (Seconds) | Level-of-Service | 95 th percentile westbound left turn queue length |
|--------------------------------------|-----------------|------------------|--|
| Existing timing plan without Project | 123.4 | F | 817 feet |
| Existing timing plan with Project | 125.2 | F | 852 feet |
| Modified timing plan with Project | 123.8 | F | 818 feet |

With implementation of Abatement 2, the Project has a less-than-significant effect on traffic operations under EPAP 2026 conditions with the addition of Project traffic.

9. FINDINGS AND RECOMENDATIONS

The Project is anticipated to generate 1376 daily vehicle trips, 81 AM peak-hour vehicle trips, and 104 PM peak-hour vehicle trips. There are no anticipated Project related level-of-service deficiencies.

The Project is anticipated to have a **less-than-significant** impact on vehicle level-of-service, bike and pedestrian activity and facilities, transit operations and facilities, and VMT.

Parking supply at an overall ratio of 1.94 spaces per apartment exceeds the City requirements and is sufficient to meet the anticipated parking demand. Lot 1 has a parking ratio of 1.99 spaces per apartment and Lot 6 has a parking ratio of 1.87 spaces per apartment. All of which exceed the City requirement of 1.5 spaces per dwelling unit.

Storage for two or more vehicles should be provided in front of entry gates, unless those gates are conditioned to stay open during the AM and PM peak-hours.

As described in section 8.3 Queueing (immediately above), Project related queuing deficiencies are anticipated on the westbound left-turn from Iron Point Rd to Prairie City Rd during the AM peak hour in under Existing 2021 with Project and EPAP 2026 with Project conditions (Deficiency 1 and Deficiency 2, respectively). To avoid confusion, General Plan deficiencies are labeled as “deficiencies” rather than (CEQA) “impacts”, and the related improvements are labeled as “abatement measures” rather than “mitigation measures”. This is done to emphasis that level-of-service and/or queuing concerns are not considered to be impacts under CEQA.

Abatement 1 and Abatement 2 (also described in Section 8.3) are anticipated to reduce queues such that the Project has a less-than-significant effect on traffic operations. These two Abatement measures are identical. The project should be conditioned to coordinate with the City to implement Abatement 1 and 2, prior to issuance of the first building permit:

Abatement 1 and Abatement 2

(Prior to issuance of the First building permit, at applicants expense): “Modify Prairie City Rd/Iron Point Rd signal timing plan by shifting 1 second from the eastbound through movement to the westbound left turn movement, reduce the vehicle extension setting from adding five to six additional seconds to the green phase for through movements to adding four seconds to the green phase for through movements for each vehicle passing the detector after the minimum green phase length has been exceeded.”

Otherwise, the City’s standard approval conditions and fees are adequate.

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Appendix A Counts and Signal Timing

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National Data & Surveying Services Intersection Turning Movement Count

Location: Prairie City Rd & US 50 EB Ramps
 City: Folsom
 Control: Signalized

Project ID: 21-070106-001
 Date: 8/26/2021

Data - RTOR

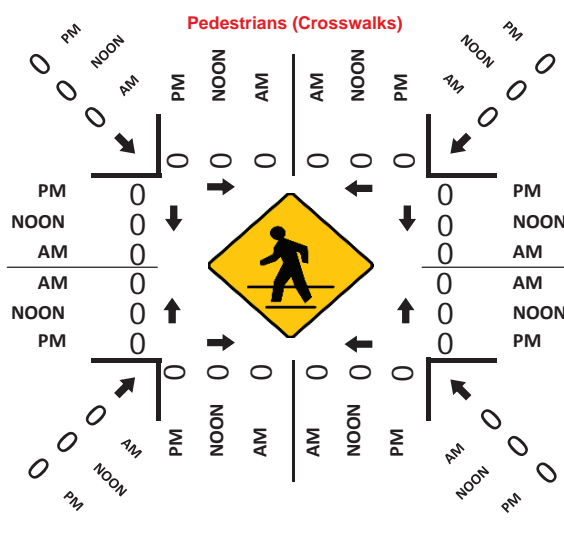
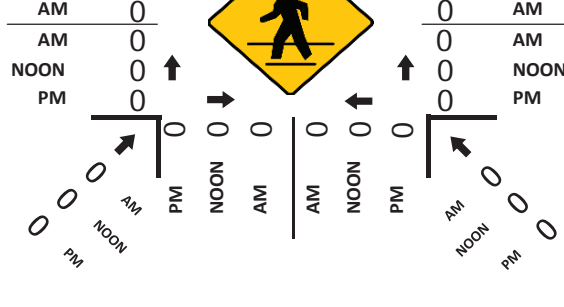
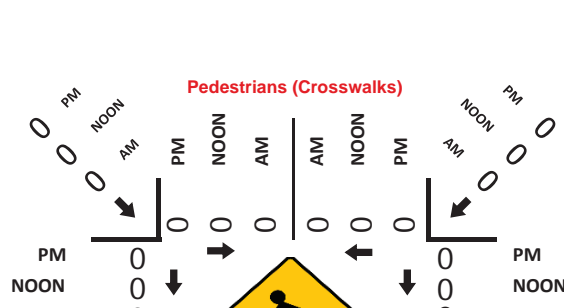
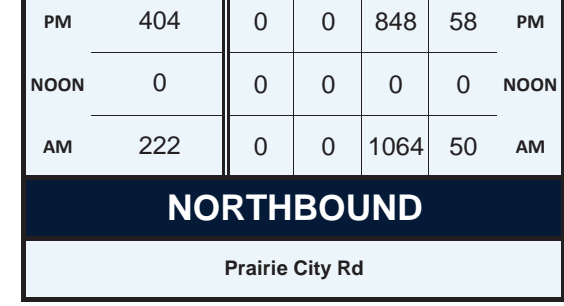
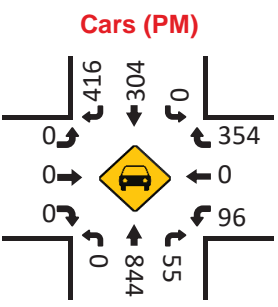
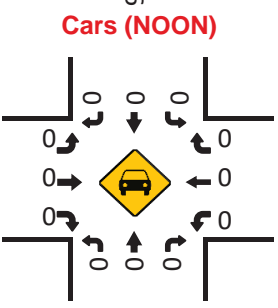
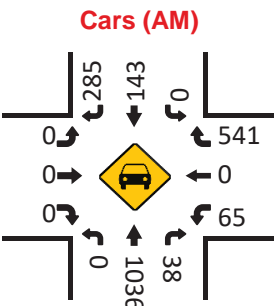
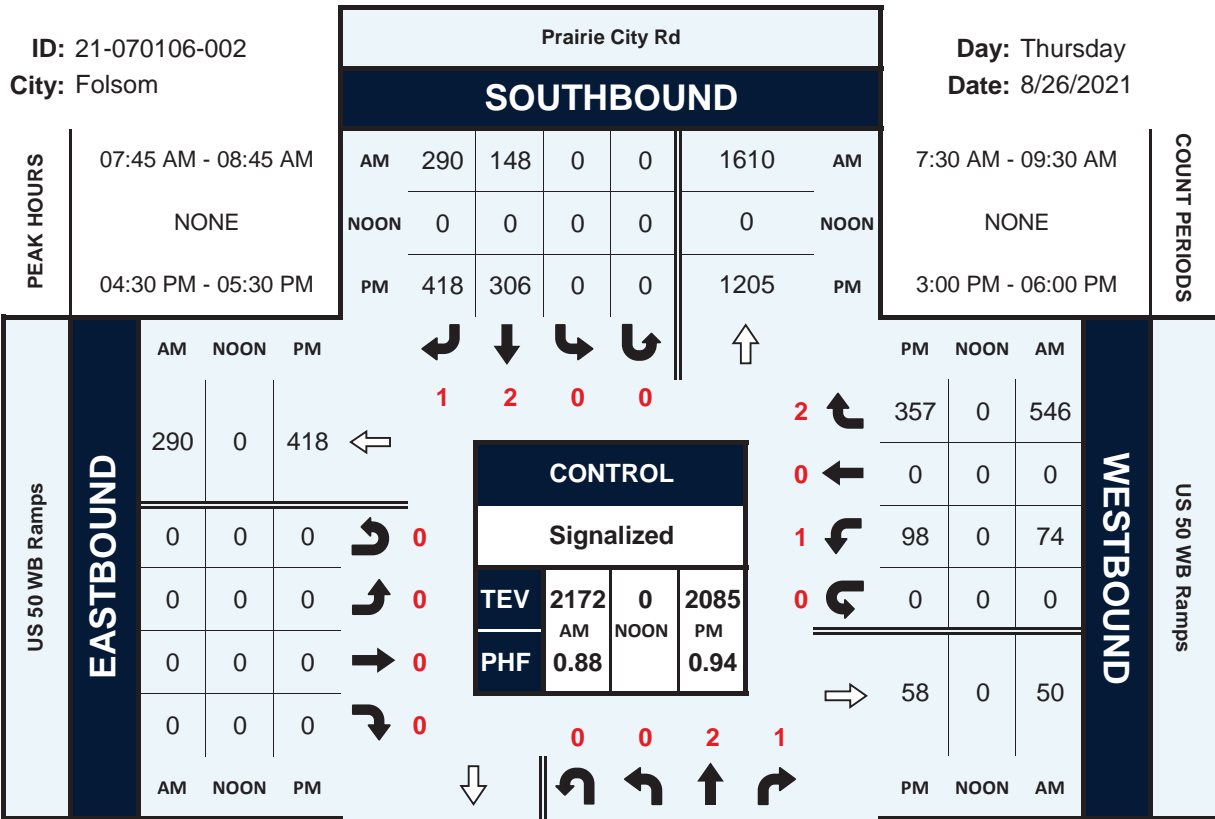
| NS/EW Streets: | Prairie City Rd | | | | Prairie City Rd | | | | US 50 EB Ramps | | | | US 50 EB Ramps | | | | | |
|------------------|---------------------|-------|---------|-------|-----------------|-------|-------|-------|----------------|-------|---------|-------|----------------|-------|-------|-------|-------|----|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 1.5 | 0.5 | 1 | 0 | 0 | 0 | 0 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | |
| | 7:30 AM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 7:45 AM | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 8:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 8:15 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 8:45 AM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:00 AM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | |
| 9:15 AM | | | | | | | | | | | | | | | | | | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 65 | |
| | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | | | | | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 34 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.611 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.654 | |
| | 0.611 | | | | | | | | 0.750 | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 1.5 | 0.5 | 1 | 0 | 0 | 0 | 0 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 12 | |
| | 3:00 PM | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 3:15 PM | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 3:30 PM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 3:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 4:00 PM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 4:15 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | |
| 4:45 PM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 | |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 5:15 PM | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | |
| 5:30 PM | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 5:45 PM | | | | | | | | | | | | | | | | | | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 98 | |
| | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | | | | | | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 23 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.583 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.450 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.639 | |
| | 0.583 | | | | | | | | 0.450 | | | | | | | | | |

Prairie City Rd & US 50 WB Ramps

Peak Hour Turning Movement Count

ID: 21-070106-002
City: Folsom

Day: Thursday
Date: 8/26/2021



National Data & Surveying Services Intersection Turning Movement Count

Location: Prairie City Rd & US 50 WB Ramps
 City: Folsom
 Control: Signalized

Project ID: 21-070106-002
 Date: 8/26/2021

Data - RTOR

| NS/EW Streets: | Prairie City Rd | | | | Prairie City Rd | | | | | US 50 WB Ramps | | | | US 50 WB Ramps | | | | |
|-------------------------|---------------------|-------|-------|-------|-----------------|-------|-------|-------|-------|----------------|-------|-------|-------|----------------|-------|---------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:30 AM | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 22 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 26 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 26 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% | 0.00% | 100.00% | 0.00% | 204 |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 107 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.535 | 0.000 | 0.535 |

| NS/EW Streets: | Prairie City Rd | | | | Prairie City Rd | | | | | US 50 WB Ramps | | | | US 50 WB Ramps | | | | |
|-------------------------|---------------------|-------|-------|-------|-----------------|-------|-------|-------|-------|----------------|-------|-------|-------|----------------|-------|---------|-------|-------|
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | WL | WT | WR | WU | |
| 3:00 PM | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 32 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 43 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 33 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 31 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 36 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 19 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% | 0.00% | 100.00% | 0.00% | 283 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 67 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.882 | 0.000 | 0.882 |

National Data & Surveying Services Intersection Turning Movement Count

Location: Prairie City Rd & US 50 WB Ramps
 City: Folsom
 Control: Signalized

Project ID: 21-070106-002
 Date: 8/26/2021

Data - Total

| NS/SW Streets | Prairie City Rd | | | | Prairie City Rd | | | | US 50 WB Ramps | | | | US 50 WB Ramps | | | | TOTAL | |
|----------------|-----------------|--------|--------|-------|-----------------|--------|--------|--|----------------|-------|-------|-------|--|--------|--------|--------|-------------------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:30 AM | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 542 |
| 7:45 AM | 0 | 207 | 15 | 0 | 0 | 23 | 31 | 0 | 133 | 0 | 0 | 0 | 22 | 0 | 75 | 0 | 0 | 683 |
| 8:00 AM | 0 | 287 | 16 | 0 | 0 | 23 | 31 | 0 | 120 | 0 | 0 | 0 | 20 | 0 | 146 | 0 | 0 | 781 |
| 8:15 AM | 0 | 314 | 14 | 0 | 0 | 26 | 40 | 0 | 143 | 0 | 0 | 0 | 19 | 0 | 171 | 0 | 0 | 722 |
| 8:30 AM | 0 | 294 | 11 | 0 | 0 | 53 | 76 | 0 | 163 | 0 | 0 | 0 | 19 | 0 | 106 | 0 | 0 | 533 |
| 8:45 AM | 0 | 169 | 5 | 0 | 0 | 46 | 53 | 0 | 157 | 0 | 0 | 0 | 16 | 0 | 123 | 0 | 0 | 500 |
| 9:00 AM | 0 | 182 | 9 | 0 | 0 | 37 | 54 | 0 | 104 | 0 | 0 | 0 | 24 | 0 | 90 | 0 | 0 | 410 |
| 9:15 AM | 0 | 133 | 12 | 0 | 0 | 37 | 67 | 0 | 75 | 0 | 0 | 0 | 19 | 0 | 67 | 0 | 0 | 384 |
| 9:30 AM | 0 | 136 | 11 | 0 | 0 | 31 | 48 | 0 | 99 | 0 | 0 | 0 | 20 | 0 | 49 | 0 | 0 | 394 |
| TOTAL VOLUMES | NL | NT | NR | NU | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH % | 0.00% | 17.22% | 93.00% | 0.00% | 0.00% | 15.30% | 53.00% | 0.00% | 98.87% | 0.00% | 0.00% | 0.00% | 15.90% | 16.13% | 0.00% | 83.87% | 0.00% | 4605 |
| PEAK HR VOL | 0 | 1064 | 50 | 0 | 0 | 148 | 290 | 0 | 587 | 0 | 0 | 0 | 74 | 0 | 546 | 0 | 0 | 2759 |
| PEAK HR FACTOR | 0.000 | 0.847 | 0.781 | 0.000 | 0.000 | 0.696 | 0.806 | 0.000 | 0.900 | 0.000 | 0.000 | 0.000 | 0.925 | 0.000 | 0.796 | 0.000 | 0.883 | 0.883 |
| | 0.847 | | | | 0.828 | | | | | | | | 0.816 | | | | | |
| PM | NL | NT | NR | NU | SL | ST | SR | SU <th>SR2</th> <th>EL</th> <th>ET</th> <th>ER</th> <th>EU <th>WL</th><th>WT</th><th>WR</th><th>WU <th>TOTAL</th> </th></th> | SR2 | EL | ET | ER | EU <th>WL</th> <th>WT</th> <th>WR</th> <th>WU <th>TOTAL</th> </th> | WL | WT | WR | WU <th>TOTAL</th> | TOTAL |
| 3:00 PM | 0 | 184 | 13 | 0 | 0 | 48 | 70 | 0 | 116 | 0 | 0 | 0 | 12 | 0 | 81 | 0 | 0 | 524 |
| 3:15 PM | 0 | 214 | 11 | 0 | 0 | 46 | 79 | 0 | 108 | 0 | 0 | 0 | 23 | 0 | 92 | 0 | 0 | 573 |
| 3:30 PM | 0 | 194 | 25 | 0 | 0 | 56 | 97 | 0 | 138 | 0 | 0 | 0 | 24 | 0 | 98 | 0 | 0 | 600 |
| 3:45 PM | 0 | 202 | 11 | 0 | 0 | 89 | 127 | 0 | 182 | 0 | 0 | 0 | 20 | 0 | 100 | 0 | 0 | 728 |
| 4:00 PM | 0 | 192 | 18 | 0 | 0 | 85 | 101 | 0 | 146 | 0 | 0 | 0 | 20 | 0 | 78 | 0 | 0 | 640 |
| 4:15 PM | 0 | 194 | 10 | 0 | 0 | 77 | 111 | 0 | 137 | 0 | 0 | 0 | 22 | 0 | 67 | 0 | 0 | 618 |
| 4:30 PM | 0 | 233 | 13 | 0 | 0 | 63 | 116 | 0 | 153 | 0 | 0 | 0 | 19 | 0 | 81 | 0 | 0 | 678 |
| 4:45 PM | 0 | 194 | 17 | 0 | 0 | 79 | 83 | 0 | 120 | 0 | 0 | 0 | 23 | 0 | 95 | 0 | 0 | 611 |
| 5:00 PM | 0 | 182 | 16 | 0 | 0 | 87 | 102 | 0 | 212 | 0 | 0 | 0 | 32 | 0 | 78 | 0 | 0 | 709 |
| 5:15 PM | 0 | 239 | 12 | 0 | 0 | 77 | 117 | 0 | 148 | 0 | 0 | 0 | 24 | 0 | 103 | 0 | 0 | 720 |
| 5:30 PM | 0 | 214 | 7 | 0 | 0 | 61 | 99 | 0 | 136 | 0 | 0 | 0 | 15 | 0 | 84 | 0 | 0 | 616 |
| 5:45 PM | 0 | 185 | 12 | 0 | 0 | 37 | 80 | 0 | 132 | 0 | 0 | 0 | 22 | 0 | 73 | 0 | 0 | 541 |
| TOTAL VOLUMES | NL | NT | NR | NU | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH % | 0.00% | 24.27% | 16.70% | 0.00% | 0.00% | 21.53% | 31.89% | 0.00% | 46.67% | 0.00% | 0.00% | 0.00% | 19.89% | 0.00% | 80.99% | 0.00% | 0.00% | 7578 |
| PEAK HR VOL | 0 | 148 | 58 | 0 | 0 | 306 | 418 | 0 | 633 | 0 | 0 | 0 | 98 | 0 | 557 | 0 | 0 | 2716 |
| PEAK HR FACTOR | 0.000 | 0.887 | 0.853 | 0.000 | 0.000 | 0.879 | 0.893 | 0.000 | 0.746 | 0.000 | 0.000 | 0.000 | 0.766 | 0.000 | 0.867 | 0.000 | 0.886 | 0.844 |
| | 0.902 | | | | 0.846 | | | | | | | | 0.896 | | | | | |

Explanation for extra leg movements
 Movements entering the extra leg
 SR2 Movements coming from SB on US 50 WB Ramps entering into the Extra Leg US 50 WB Ramps)



National Data & Surveying Services Intersection Turning Movement Count

Location: Prairie City Rd & American Aggregate Rd
 City: Folsom
 Control: Signalized

Project ID: 21-070106-003
 Date: 8/26/2021

Data - RTOR

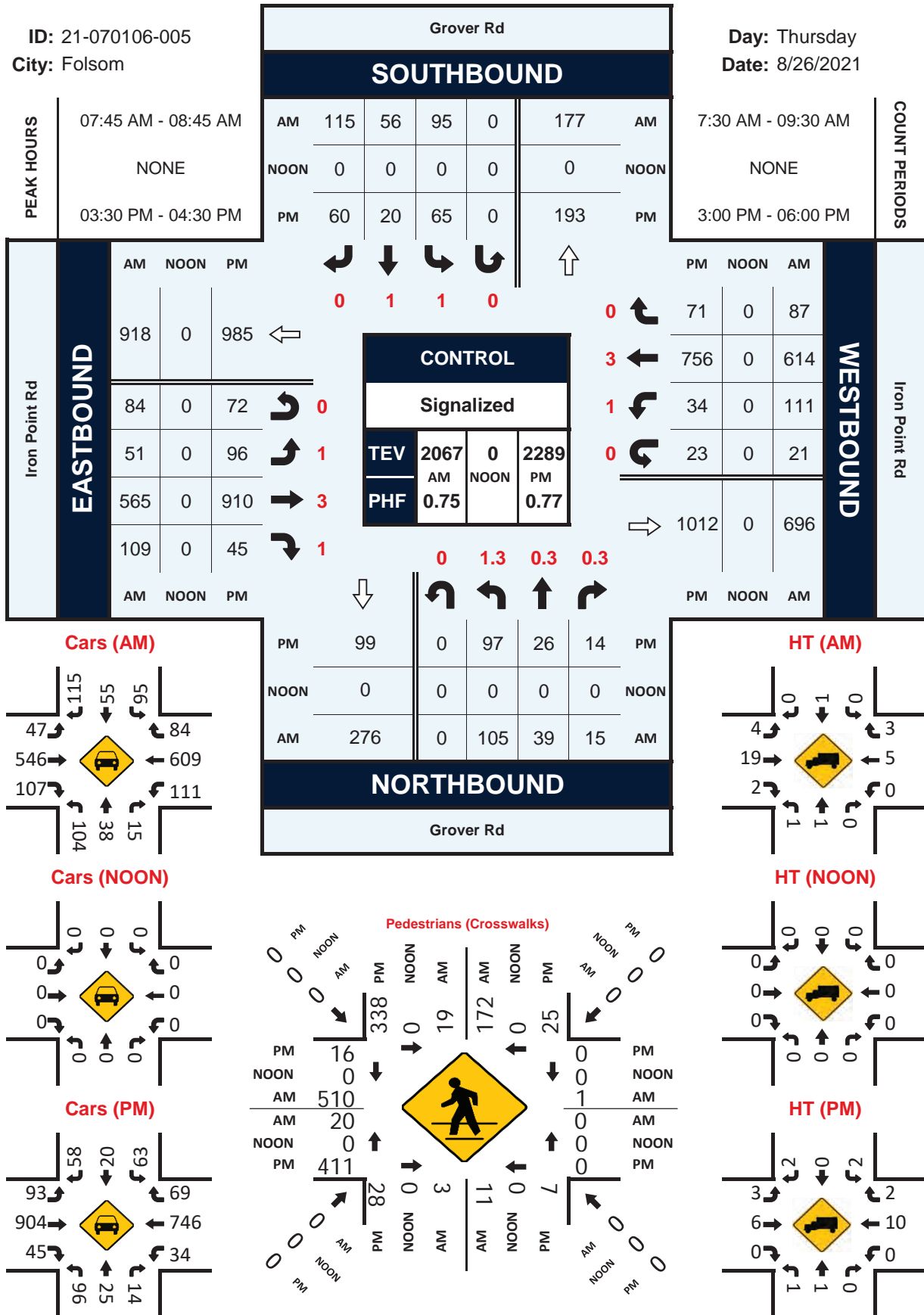
| NS/EW Streets: | Prairie City Rd | | | | Prairie City Rd | | | | American Aggregate Rd | | | | American Aggregate Rd | | | | | |
|-------------------------|---------------------|-------|---------|-------|-----------------|-------|---------|-------|-----------------------|-------|---------|-------|-----------------------|-------|---------|-------|-------|-----|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 2 | 3 | 0 | 0 | 2 | 3 | 0 | 0 | 2 | 0.5 | 1.5 | 0 | 1 | 0.5 | 1.5 | 0 | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | |
| | 7:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 11 | 0 | 15 |
| | 7:45 AM | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 88 |
| | 8:00 AM | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 123 |
| | 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 10 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 189 | 0 | 257 | |
| | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 169 | 0 | 236 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.421 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.497 | 0.000 | 0.480 | |
| | 0.421 | | | | | | | | 0.375 | | | | 0.497 | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 2 | 3 | 0 | 0 | 2 | 3 | 0 | 0 | 2 | 0.5 | 1.5 | 0 | 1 | 0.5 | 1.5 | 0 | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 10 | |
| | 3:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 5 |
| | 3:15 PM | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 30 |
| | 3:30 PM | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | 0 | 25 |
| | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 18 | 0 | 32 |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 8 | 0 | 14 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 6 | 0 | 22 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 10 | 0 | 26 | |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 15 | 0 | 46 | |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 9 | 0 | 27 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 10 | 0 | 19 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 16 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 16 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 129 | 0 | 272 | |
| | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | |
| PEAK HR : | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 62 | 0 | 101 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.425 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.393 | 0.000 | 0.000 | 0.000 | 0.816 | 0.000 | 0.789 | |
| | 0.425 | | | | | | | | 0.393 | | | | 0.816 | | | | | |

Grover Rd & Iron Point Rd

Peak Hour Turning Movement Count

ID: 21-070106-005
City: Folsom

Day: Thursday
Date: 8/26/2021



National Data & Surveying Services Intersection Turning Movement Count

Location: Grover Rd & Iron Point Rd
 City: Folsom
 Control: Signalized

Project ID: 21-070106-005
 Date: 8/26/2021

Data - RTOR

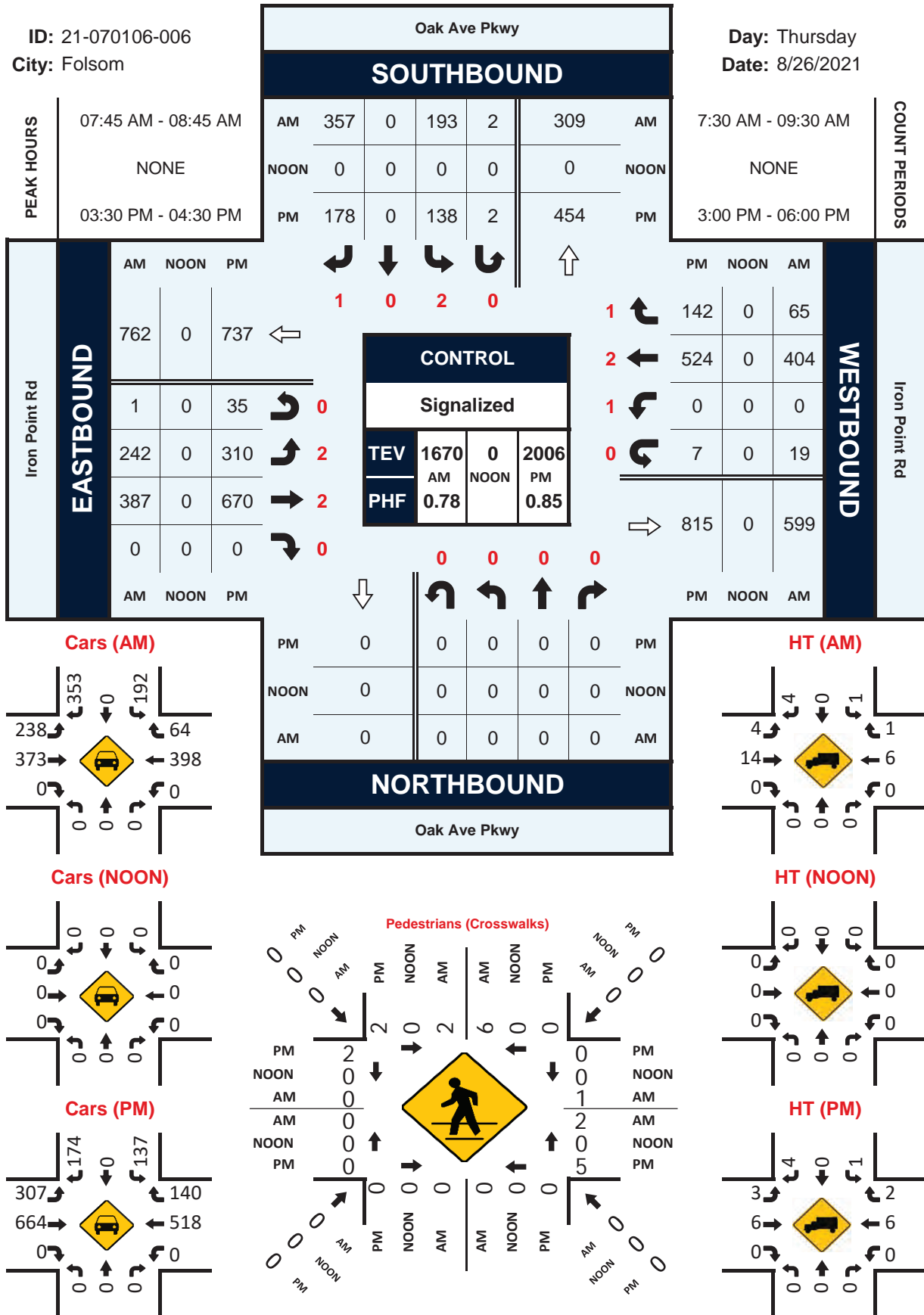
| NS/EW Streets: | Grover Rd | | | | Grover Rd | | | | Iron Point Rd | | | | Iron Point Rd | | | | |
|------------------|---------------------|-------|---------|-------|------------|-------|---------|-------|---------------|-------|---------|-------|---------------|-------|---------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1.3 | 0.3 | 0.3 | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 3 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:30 AM | 0 | 0 | 3 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:45 AM | 0 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 34 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 10 | 0 | 34 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 18 | 0 | 51 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 15 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 6 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 8 |
| 9:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 |
| TOTAL VOLUMES : | 0 | 0 | 9 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 42 | 0 | 170 |
| APPROACH %'s : | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 5 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 35 | 0 | 134 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.313 | 0.000 | 0.000 | 0.000 | 0.646 | 0.000 | 0.000 | 0.000 | 0.606 | 0.000 | 0.000 | 0.000 | 0.486 | 0.000 | 0.657 |
| | 0.313 | | | | 0.646 | | | | 0.606 | | | | 0.486 | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1.3 | 0.3 | 0.3 | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 3 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 9 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 0 | 13 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 14 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 7 | 0 | 20 |
| 4:00 PM | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 11 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 10 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 12 |
| 4:45 PM | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 7 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 |
| 5:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 13 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTAL VOLUMES : | 0 | 0 | 13 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 30 | 0 | 139 |
| APPROACH %'s : | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR : | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 4 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 16 | 0 | 55 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.833 | 0.000 | 0.000 | 0.000 | 0.417 | 0.000 | 0.000 | 0.000 | 0.571 | 0.000 | 0.688 |
| | 0.250 | | | | 0.833 | | | | 0.417 | | | | 0.571 | | | | |

Oak Ave Pkwy & Iron Point Rd

Peak Hour Turning Movement Count

ID: 21-070106-006
City: Folsom

Day: Thursday
Date: 8/26/2021

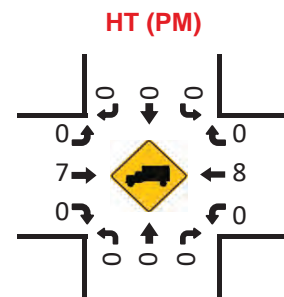
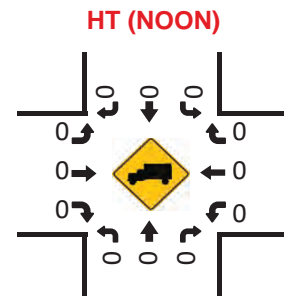
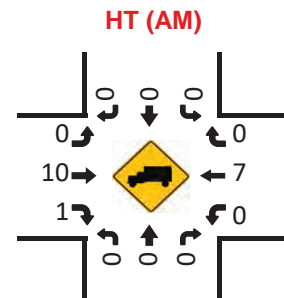
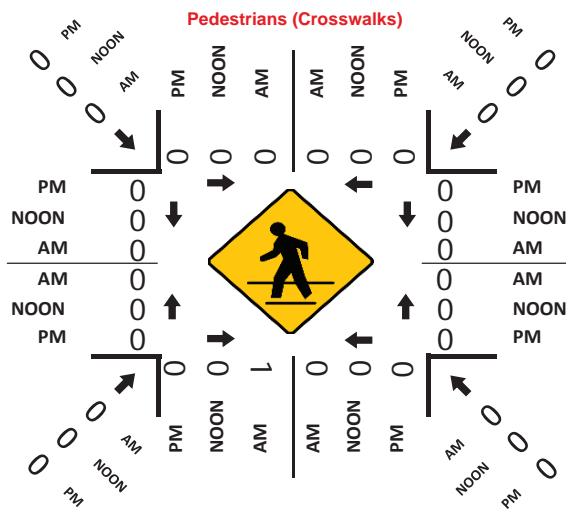
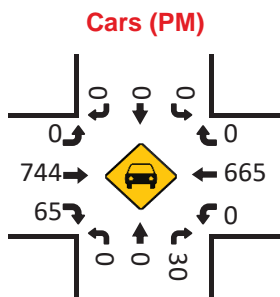
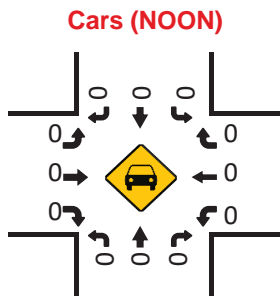
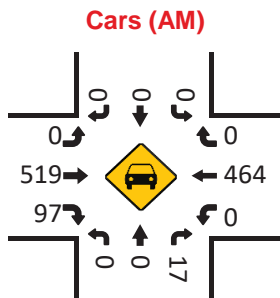
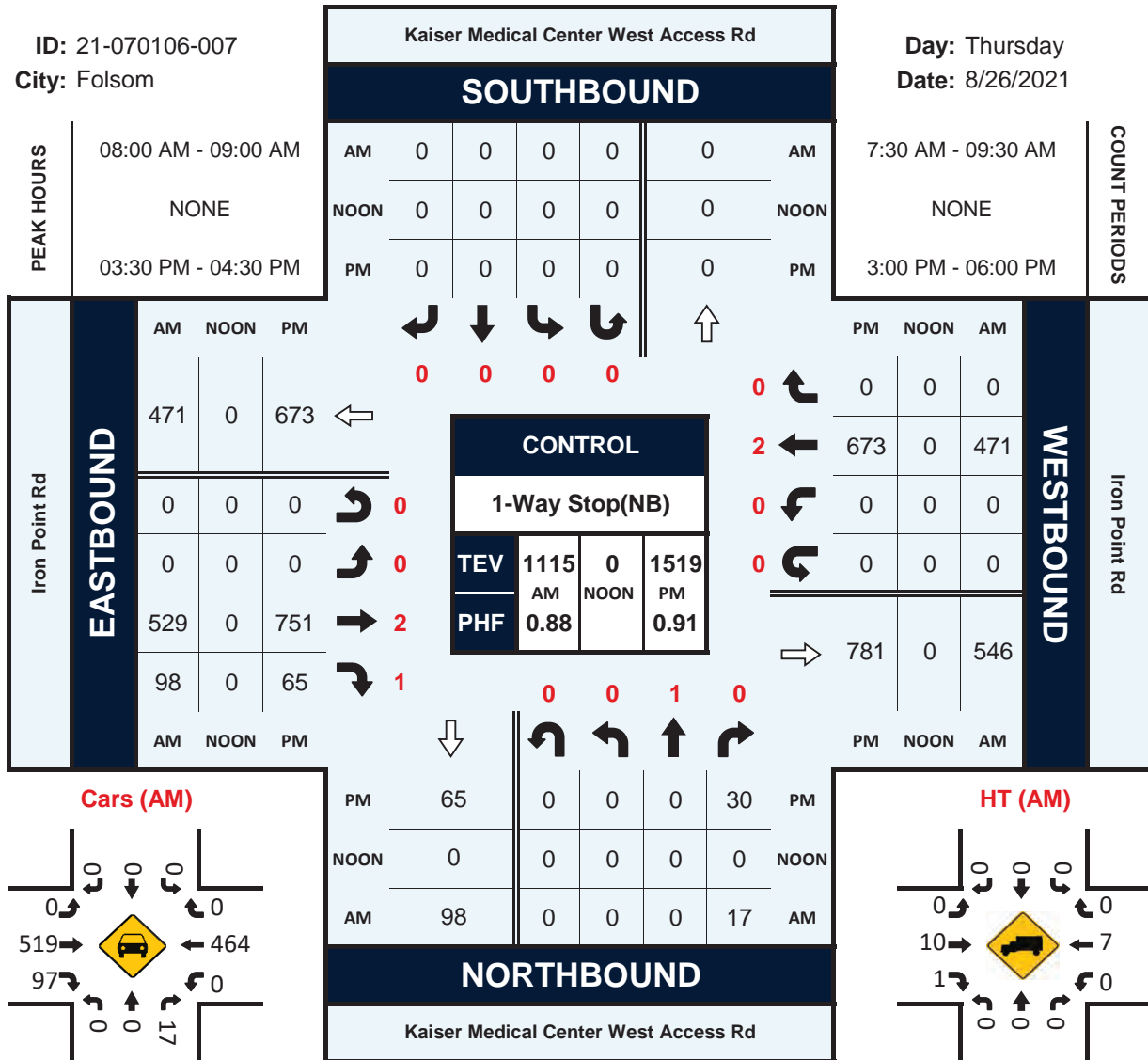


Kaiser Medical Center West Access Rd & Iron Point Rd

Peak Hour Turning Movement Count

ID: 21-070106-007
City: Folsom

Day: Thursday
Date: 8/26/2021

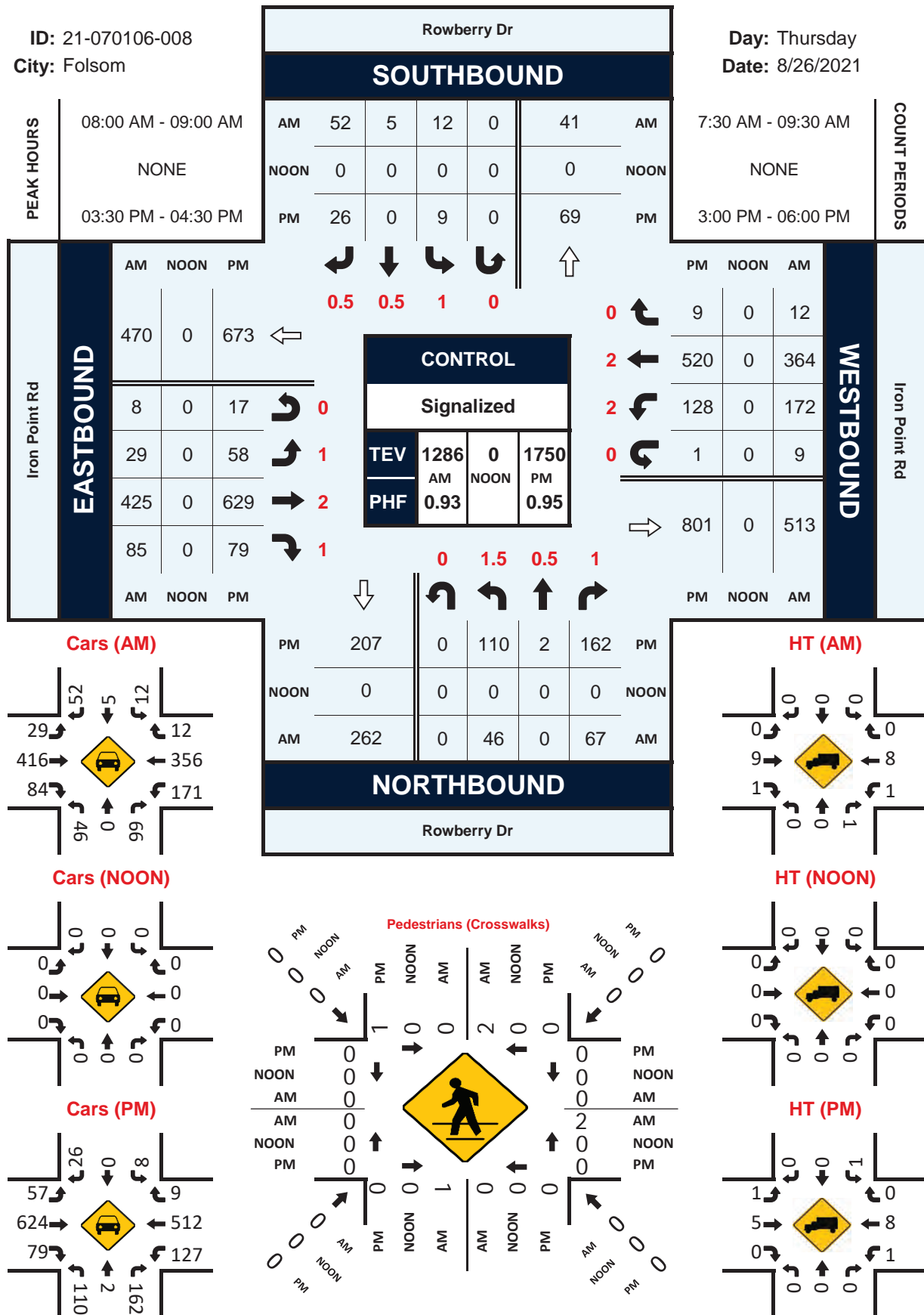


Rowberry Dr & Iron Point Rd

Peak Hour Turning Movement Count

ID: 21-070106-008
City: Folsom

Day: Thursday
Date: 8/26/2021



National Data & Surveying Services Intersection Turning Movement Count

Location: Rowberry Dr & Iron Point Rd
 City: Folsom
 Control: Signalized

Project ID: 21-070106-008
 Date: 8/26/2021

Data - RTOR

| NS/EW Streets: | Rowberry Dr | | | | Rowberry Dr | | | | Iron Point Rd | | | | Iron Point Rd | | | | |
|------------------|---------------------|-------|---------|-------|-------------|-------|---------|-------|---------------|-------|---------|-------|---------------|-------|---------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1.5 | 0.5 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 2 | 2 | 0 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 AM | 0 | 0 | 4 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 AM | 0 | 0 | 6 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:15 AM | 0 | 0 | 17 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 8:30 AM | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:45 AM | 0 | 0 | 7 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 AM | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:15 AM | 0 | 0 | 18 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 27 |
| TOTAL VOLUMES : | 0 | 0 | 83 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | TOTAL |
| APPROACH %'s : | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 157 |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 45 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 87 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.662 | 0.000 | 0.000 | 0.000 | 0.679 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.702 |
| | 0.662 | | | | 0.679 | | | | 0.250 | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1.5 | 0.5 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 2 | 2 | 0 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 25 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 34 |
| 3:15 PM | 0 | 0 | 28 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 38 |
| 3:30 PM | 0 | 0 | 29 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 39 |
| 3:45 PM | 0 | 0 | 25 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 36 |
| 4:00 PM | 0 | 0 | 22 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 29 |
| 4:15 PM | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 4:30 PM | 0 | 0 | 16 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 4:45 PM | 0 | 0 | 26 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 5:00 PM | 0 | 0 | 17 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 5:15 PM | 0 | 0 | 12 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:30 PM | 0 | 0 | 10 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:45 PM | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| TOTAL VOLUMES : | 0 | 0 | 235 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | TOTAL |
| APPROACH %'s : | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0 | 0 | 0 | 0 | 306 |
| PEAK HR : | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 93 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 123 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.802 | 0.000 | 0.000 | 0.000 | 0.531 | 0.000 | 0.000 | 0.000 | 0.542 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.788 |
| | 0.802 | | | | 0.531 | | | | 0.542 | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Broadstone Pkwy & Iron Point Rd
 City: Folsom
 Control: Signalized

Project ID: 21-070106-010
 Date: 8/26/2021

Data - RTOR

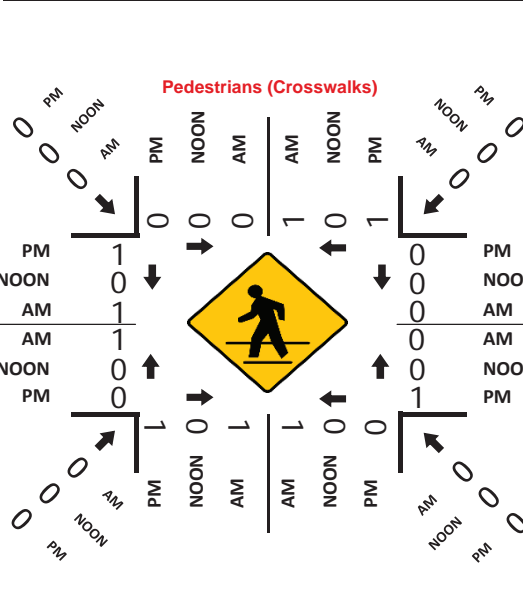
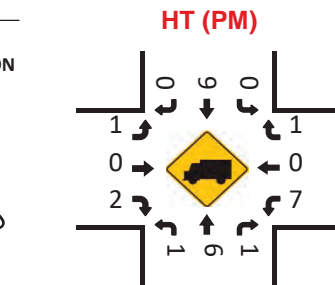
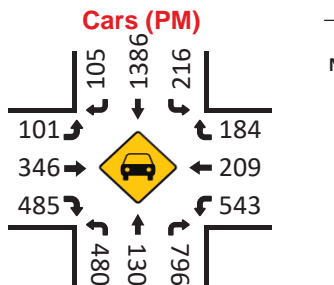
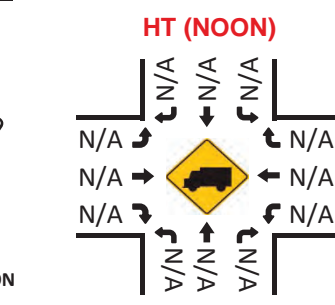
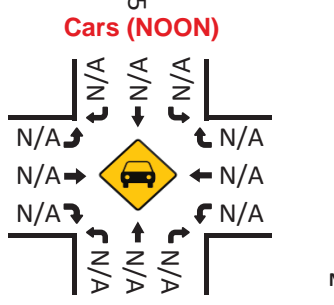
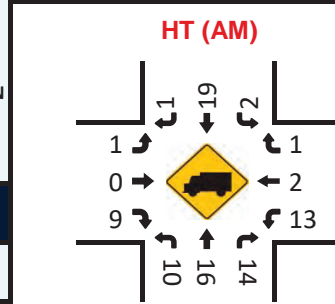
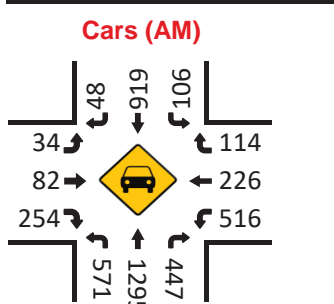
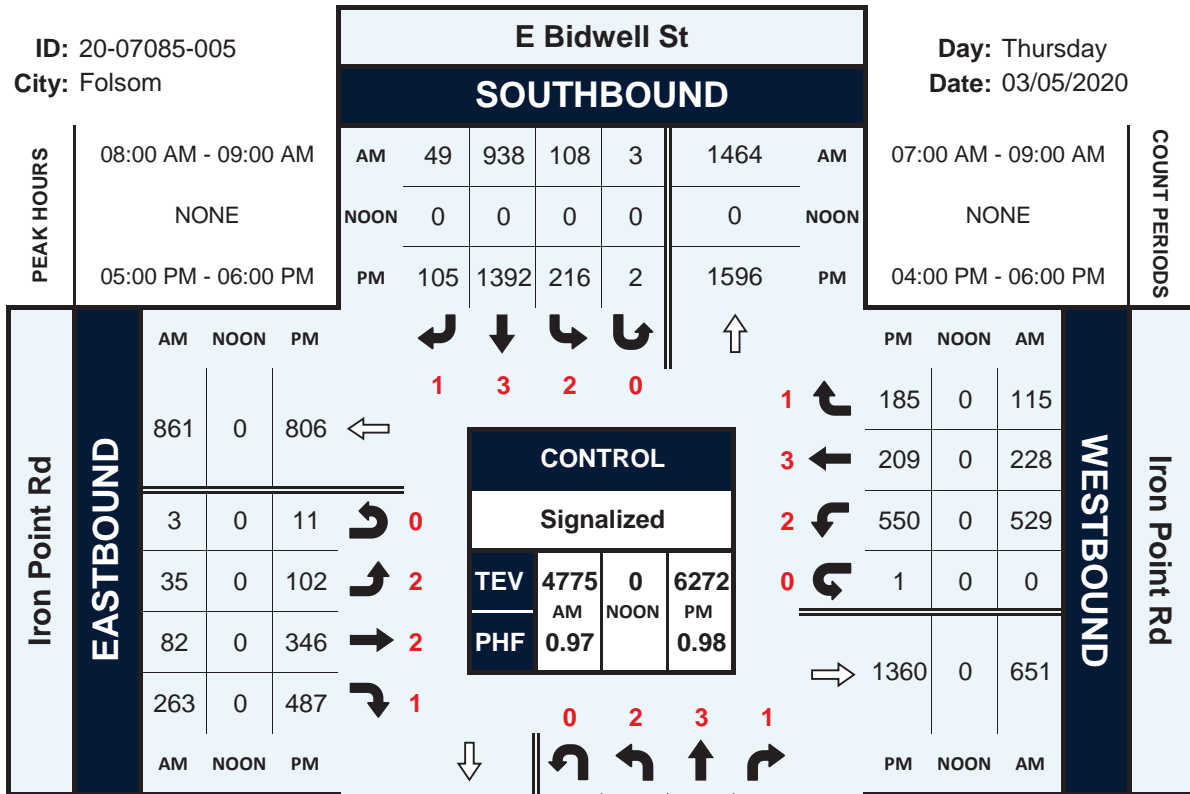
| NS/EW Streets: | Broadstone Pkwy | | | | Broadstone Pkwy | | | | Iron Point Rd | | | | Iron Point Rd | | | | | |
|------------------|---------------------|-------|---------|-------|-----------------|-------|-------|-------|---------------|-------|---------|-------|---------------|-------|-------|-------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 1.5 | 0.5 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 8:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 9:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 9:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | APPROACH %'s : | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | | | | | | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | 9 | 0 | 0 | 0 | 0 | 0 | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 11 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.450 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.393 | |
| | | | 0.250 | | | | | | | | 0.450 | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 1.5 | 0.5 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 3:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 3:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 3:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 3:45 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 4:00 PM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 4:15 PM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 4:30 PM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 4:45 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 5:00 PM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 5:15 PM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 PM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 5:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 76 | |
| | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | | | | | | |
| PEAK HR : | 03:30 PM - 04:30 PM | | | | | | | | | | 7 | 0 | 0 | 0 | 0 | 0 | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 21 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.875 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.438 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.656 | |
| | | | 0.875 | | | | | | | | 0.438 | | | | | | | |

E Bidwell St & Iron Point Rd

Peak Hour Turning Movement Count

ID: 20-07085-005
City: Folsom

Day: Thursday
Date: 03/05/2020



National Data & Surveying Services

Intersection Turning Movement Count

Location: E Bidwell St & Iron Point Rd
 City: Folsom
 Control: Signalized

Project ID: 20-07085-005
 Date: 3/5/2020

RTOR

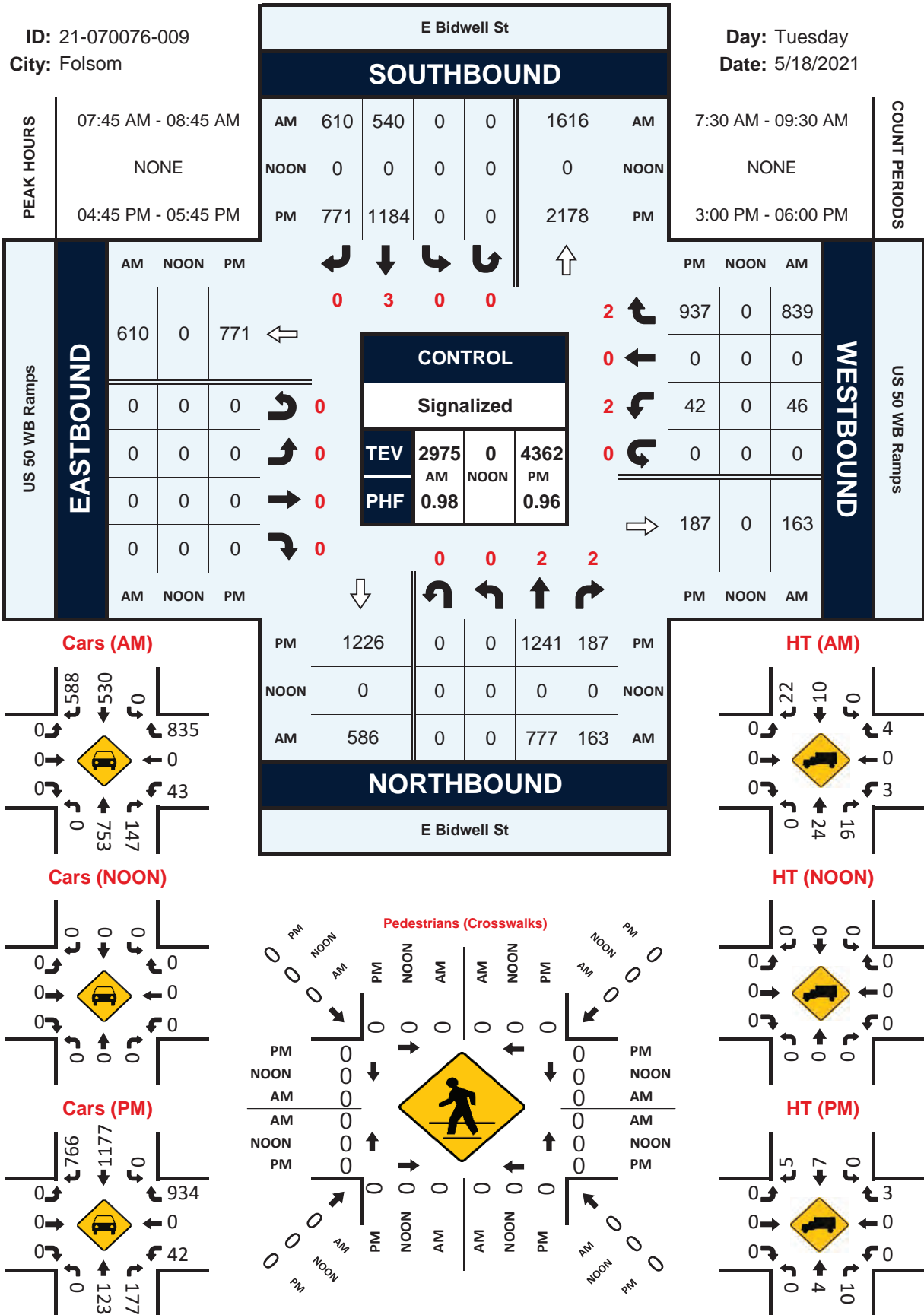
| NS/EW Streets: | E Bidwell St | | | | E Bidwell St | | | | Iron Point Rd | | | | Iron Point Rd | | | | |
|-------------------------|---------------------|-------|-------|-------|--------------|-------|-------|-------|---------------|-------|---------|-------|---------------|-------|-------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 30 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 40 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 40 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 40 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 41 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 30 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% | 0.00% | 100.00% | 0.00% | 0 | 0 | 0 | 0 | 287 |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 151 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.921 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.921 |
| | 0.921 | | | | | | | | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 60 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 58 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 67 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 65 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 67 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 64 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 63 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 70 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% | 0.00% | 100.00% | 0.00% | 0 | 0 | 0 | 0 | 514 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 264 |
| PEAK HR FACTOR : | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.943 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.943 |
| | 0.943 | | | | | | | | | | | | | | | | |

E Bidwell St & US 50 WB Ramps

Peak Hour Turning Movement Count

ID: 21-070076-009
City: Folsom

Day: Tuesday
Date: 5/18/2021

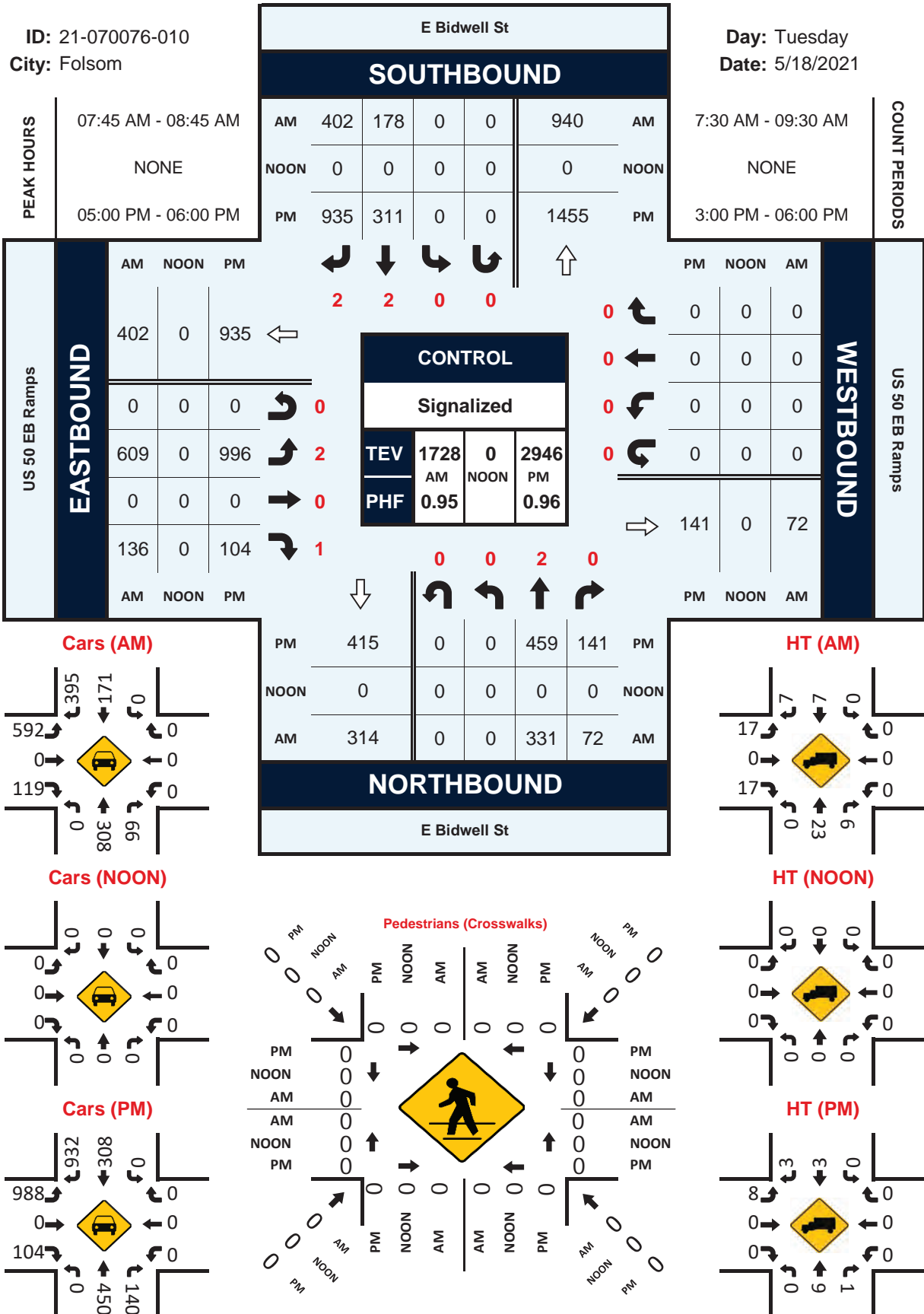


E Bidwell St & US 50 EB Ramps

Peak Hour Turning Movement Count

ID: 21-070076-010
City: Folsom

Day: Tuesday
Date: 5/18/2021

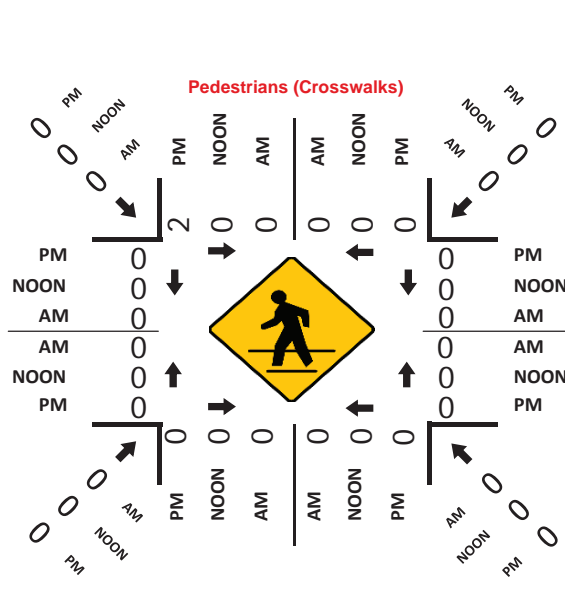
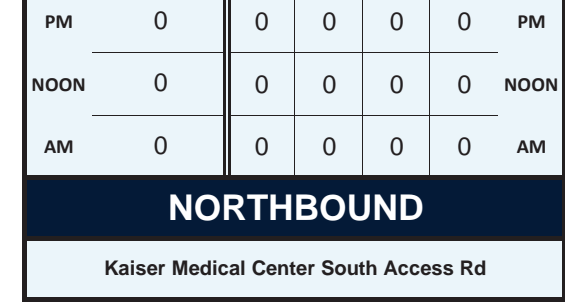
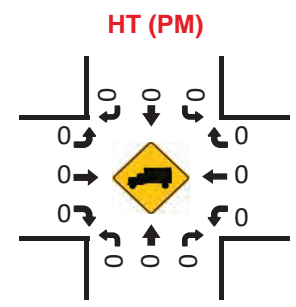
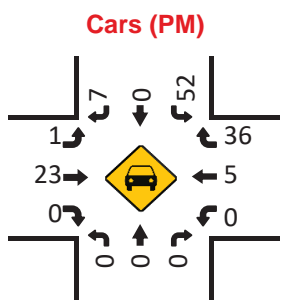
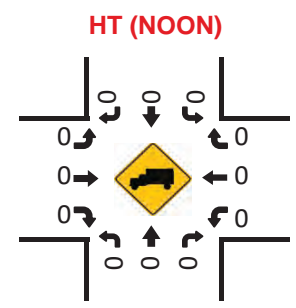
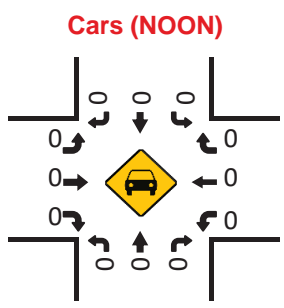
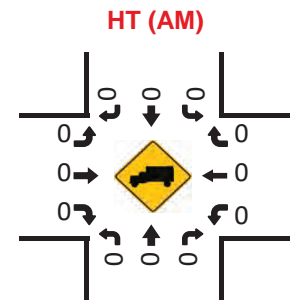
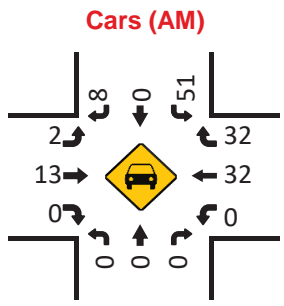
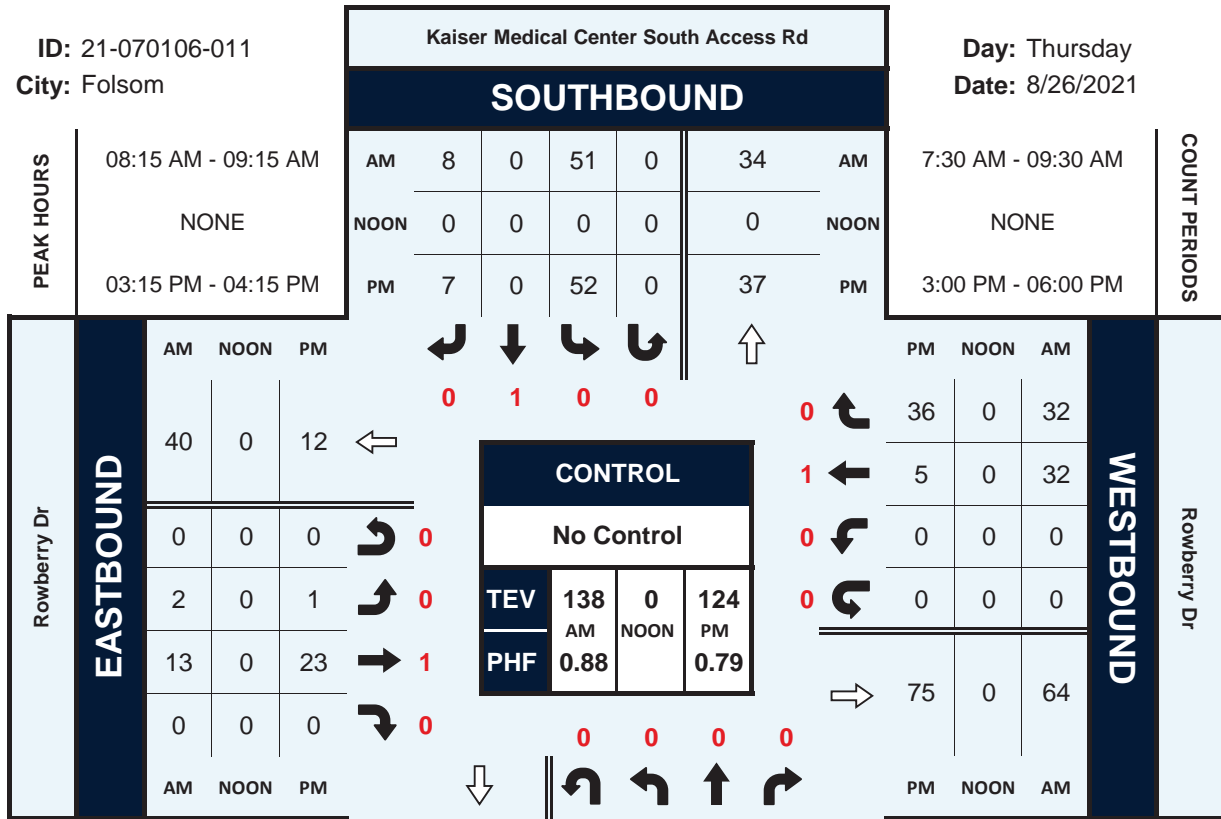


Kaiser Medical Center South Access Rd & Rowberry Dr

Peak Hour Turning Movement Count

ID: 21-070106-011
City: Folsom

Day: Thursday
Date: 8/26/2021



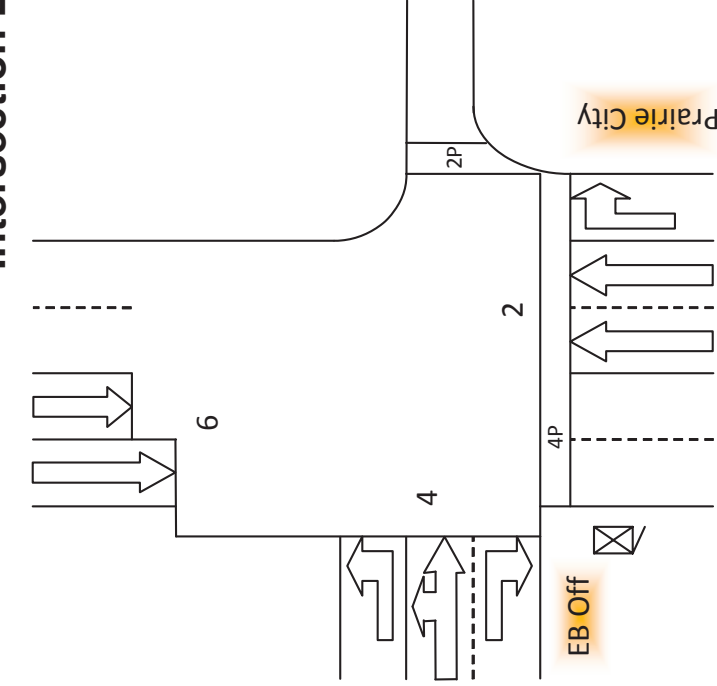
Location: SAC 50 @ Prairie City & EB Ramps
 System:
 Master At: SAC 50 @ WB RAMPS

Designed By:
 Installed By:
 Service Info:

District:
 I/C:

Timing Change: Date Start: Date End: Designed: Installed:

Intersection Layout



| | | |
|--------------------------|-------|-----|
| 1) NB THRU | FLASH | [] |
| 2) EB OFF-RAMP - PHASE 4 | | [] |
| 3) SB THRU - PHASE 6 | | [] |
| 4) EB OFF | | [] |
| 5) SB THRU - PHASE 6 | | [] |
| 6) NB THRU | | [] |
| 7) | | [] |
| 8) | | [] |

Comments and Notes:
 1998-07-29 O.T.O. Wednesday @ approx. 1230 by M.Fladland, A.Hebert, Rostam, Linda Hill & C.Brashear
 2010-05-28 Changed from 170 Controller C5L-03-103 to 2070 TSCP 2.14 by P.A.Diaz
 2012-06-28 Changed ped crosswalk to 3.5 ft/sec, DH
 2018-03-30 Changed TSCP to 2.21 DH

| RAM Checksum | |
|--------------|---------------|
| Page 2: C4D7 | Page 8: 85AF |
| Page 3: 3ACB | Page 9: D2FD |
| Page 4: 0AD3 | Page 10: 8564 |
| Page 5: 191A | Page 11: FDAC |
| Page 6: 191A | Page 12: D68F |
| Page 7: 6890 | Page 13: 86F7 |

| | | |
|---------------|--------------------|-------------------|
| Cabinet | Phases (2-1-1-1) | |
| 332 | Permitted | . 2 . 4 . 6 . . . |
| Configuration | Restricted | |
| CALTRANS | | |

| | |
|---------------------------|-----------------|
| Phase Recalls (2-1-1-2) | |
| Vehicle Min | . 2 . . . 6 . . |
| Vehicle Max | |
| Pedestrian | |
| Bicycle | |

| | |
|-------------------------|-----------|
| Phase Locks (2-1-1-3) | |
| Red | |
| Yellow | |
| Force/Max | |

| | |
|----------------------------|-----------|
| Phase Features (2-1-1-4) | |
| Double Entry | |
| Rest In Walk | |
| Rest In Red | |
| Walk 2 | |
| Max Green 2 | |
| Max Green 3 | |

| | |
|-----------------------|-----------------|
| Startup (2-1-1-5) | |
| First Green Phases | . 2 . . . 6 . . |
| Yellow Start Phases | |
| Vehicle Calls | . 2 . 4 . 6 . . |
| Pedestrian Calls | . 2 . 4 |
| Yellow Start Overlaps | |
| Startup All-Red | 6.0 |

| | | |
|---------------------------|-----------|---------------|
| Call To Phase (2-1-2-1) | | Omit On Green |
| 1 | | 1 |
| 2 | | 2 |
| 3 | | 3 |
| 4 | | 4 |
| 5 | | 5 |
| 6 | | 6 |
| 7 | | 7 |
| 8 | | 8 |

| | |
|-----------------------------|-----------|
| Flashing Colors (2-1-2-2) | |
| Yellow Flash Phases | |
| Yellow Flash Overlap | |
| Flash In Red Phases | |
| Flash In Red Overlap | |

| | |
|-------------------------------|-----------|
| Special Operation (2-1-2-3) | |
| Single Exit Phase | |
| Driveway Signal Phases | |
| Driveway Signal Overlaps | |
| Leading Ped Phases | |

| | |
|----------------------------------|-----------|
| Protected Permissive (2-1-2-4) | |
| Protected Permissive | |

| | |
|----------------------|-------------------|
| Pedestrian (2-1-3) | |
| P1 | |
| P2 | . 2 |
| P3 | |
| P4 | 4 |
| P5 | |
| P6 | |
| P7 | |
| P8 | |

| | | | |
|-------------------|-----------|-----------|-----------|
| Overlap (2-1-4) | | | |
| Overlap | Parent | Omit | No Start |
| A | | | |
| B | | | |
| C | | | |
| D | | | |
| E | | | |
| F | | | |

P H A S E T I M I N G

| Phase (2-2) | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| --- Walk 1 --- | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 |
| Flash Don't Walk | 0 | 19 | 0 | 24 | 0 | 0 | 0 | 0 |
| Minimum Green | 0 | 6 | 0 | 4 | 0 | 6 | 0 | 0 |
| Det Limit | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 0 |
| Max Initial | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 0 |
| Max Green 1 | 0 | 35 | 0 | 30 | 0 | 35 | 0 | 0 |
| Max Green 2 | 0 | 50 | 0 | 50 | 0 | 50 | 0 | 0 |
| Max Green 3 | 0 | 50 | 0 | 50 | 0 | 50 | 0 | 0 |
| Extension | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Maximum Gap | 0.0 | 2.0 | 0.0 | 3.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Minimum Gap | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 0.0 |
| Add Per Vehicle | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Reduce Gap By | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Reduce Every | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 4.1 | 3.0 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 |
| All-Red | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Ped/Bike (2-3) | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
| --- Walk 2 --- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay/Early Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Solid Don't Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bike Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bike All-Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

OVERLAP TIMING

| Overlap (2-4) | A | B | C | D | E | F |
|-----------------|-----|-----|-----|-----|-----|-----|
| Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Red Revert

| Red Revert (2-5) | Time | All-Red Sec/Min (2-6) | All-Red Sec/Min: |
|--------------------|------|-------------------------|------------------|
| | 5.0 | | OFF |

Max 2 Extension

| Max/Gap Out (2-7) | Max Cnt | Gap Cnt |
|---------------------|---------|---------|
| | 0 | 0 |

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

| Plan | Green Factor | Cycle | Multi | Lag Gap | [Offsets] | | | | | Green Factors or Press [F] to Select Force-Off | | | | | | | | |
|--------|--------------|-------|-------|---------|-------------|---|---|-----|-----|--|-----|-----|-----|-----|-----|----|--|--|
| | | | | | A | B | C | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- | | | |
| Plan 1 | Green Factor | | | | | | | | | | | | | | | | | |
| Plan 2 | Green Factor | 65 | | | | | | 24 | | | | 29 | | | | 24 | | |
| Plan 3 | Green Factor | 70 | | | | | | 29 | | | | 29 | | | | 29 | | |
| Plan 4 | Green Factor | 80 | | | | | | 39 | | | | 29 | | | | 39 | | |
| Plan 5 | Green Factor | 90 | | | | | | 49 | | | | 29 | | | | 49 | | |
| Plan 6 | Green Factor | | | | | | | | | | | | | | | | | |
| Plan 7 | Green Factor | | | | | | | | | | | | | | | | | |
| Plan 8 | Green Factor | | | | | | | | | | | | | | | | | |
| Plan 9 | Green Factor | | | | | | | | | | | | | | | | | |

Local Plan 1...9 (7-1) PHASE FLAGS

| Plan | Lag | Sync | Hold | Omit | Veh Min | Veh Max | Ped | Bike |
|--------|-----------------|-------------------|-------|-------|---------|---------|-------|-------|
| Plan 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 2 | . 2 . 4 . 6 . 8 | . 2 6 . . | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 3 | . 2 . 4 . 6 . 8 | . 2 6 . . | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 4 | . 2 . 4 . 6 . 8 | . 2 6 . . | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 5 | . 2 . 4 . 6 . 8 | . 2 6 . . | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

| Master Timer Sync (7-A) | |
|---------------------------|-------|
| Enable in Plans | ..... |
| 1-9 | ..... |
| 11-19 | ..... |
| 21-29 | ..... |

| Master Sub Master | |
|-------------------|--|
| Input | |
| Output | |

FREE PLAN PHASE FLAGS

| (7-E) Free | |
|-----------------|----------|
| Lag | Omit |
| . 2 . 4 . 6 . 8 | ..... |
| Veh Min | Veh Max |
| | |
| Ped | Bike |
| | |
| Cond | Cond Grn |
| ..... | 10 |

MANUAL COMMANDS

| Manual Plan (4-1) | |
|-------------------|--------|
| Plan | Offset |
| | A |

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

| Special Function Override (4-2) | | |
|---------------------------------|---------|-----------|
| # | Control | # Control |
| 1 | NORMAL | 3 NORMAL |
| 2 | NORMAL | 4 NORMAL |
| Detector Reset | | (4-3) |
| Local Manual (4-4) | | OFF |

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

| | Cycle | Multi | Lag Gap | A | B | C | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
|---------|--------------|-------|---------|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| Plan 11 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 12 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 13 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 14 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 15 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 16 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 17 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 18 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 19 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |

Local Plan 11...19 (7-2) PHASE FLAGS

| | Lag | Sync | Hold | Omit | Veh Min | Veh Max | Ped | Bike |
|---------|-------|-------|-------|-------|---------|---------|-------|-------|
| Plan 11 | | | | | | | | |
| Plan 12 | | | | | | | | |
| Plan 13 | | | | | | | | |
| Plan 14 | | | | | | | | |
| Plan 15 | | | | | | | | |
| Plan 16 | | | | | | | | |
| Plan 17 | | | | | | | | |
| Plan 18 | | | | | | | | |
| Plan 19 | | | | | | | | |

Local Plan 21...29 (7-3) TIMING DATA COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

| | Cycle | Multi | Lag Gap | A | B | C | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
|---------|--------------|-------|---------|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| Plan 21 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 22 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 23 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 24 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 25 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 26 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 27 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 28 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 29 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |

Local Plan 21...29 (7-3) PHASE FLAGS

| | Lag | Sync | Hold | Omit | Veh Min | Veh Max | Ped | Bike |
|---------|-------|-------|-------|-------|---------|---------|-------|-------|
| Plan 21 | | | | | | | | |
| Plan 22 | | | | | | | | |
| Plan 23 | | | | | | | | |
| Plan 24 | | | | | | | | |
| Plan 25 | | | | | | | | |
| Plan 26 | | | | | | | | |
| Plan 27 | | | | | | | | |
| Plan 28 | | | | | | | | |
| Plan 29 | | | | | | | | |

DETECTORS

| Detector Attributes (5-1) | | | | Slot |
|---------------------------|-------------------|---------|------|------|
| Det | Type | Phases | Lock | |
| 1 | COUNT+CALL+EXTEND | 1..... | NO | |
| 2 | COUNT+CALL+EXTEND | 1..... | NO | |
| 3 | COUNT+CALL+EXTEND | .2..... | NO | |
| 4 | COUNT+CALL+EXTEND | .2..... | NO | |
| 5 | COUNT+CALL+EXTEND | .2..... | NO | |
| 6 | CALL+EXTEND | .2..... | NO | |
| 7 | LIMITED | .2..... | NO | |
| 8 | LIMITED | .2..... | NO | |
| 9 | COUNT+CALL+EXTEND | .3..... | NO | |
| 10 | COUNT+CALL+EXTEND | .3..... | NO | |
| 11 | COUNT+CALL+EXTEND | .4..... | NO | |
| 12 | COUNT+CALL+EXTEND | .4..... | NO | |
| 13 | COUNT+CALL+EXTEND | .4..... | NO | |
| 14 | CALL+EXTEND | .4..... | NO | |
| 15 | LIMITED | .4..... | NO | |
| 16 | COUNT+CALL+EXTEND | .4..... | NO | |
| 17 | COUNT+CALL+EXTEND | 1..... | NO | |
| 18 | COUNT+CALL+EXTEND | .3..... | NO | |
| 19 | COUNT+CALL+EXTEND | .2..... | NO | |
| 20 | COUNT+CALL+EXTEND | .4..... | NO | |
| 21 | COUNT+CALL+EXTEND | .5..... | NO | |
| 22 | COUNT+CALL+EXTEND | .5..... | NO | |
| 23 | COUNT+CALL+EXTEND | .6..... | NO | |
| 24 | COUNT+CALL+EXTEND | .6..... | NO | |
| 25 | COUNT+CALL+EXTEND | .6..... | NO | |
| 26 | CALL+EXTEND | .6..... | NO | |
| 27 | LIMITED | .6..... | NO | |
| 28 | COUNT+CALL+EXTEND | .6..... | NO | |
| 29 | COUNT+CALL+EXTEND | .7..... | NO | |
| 30 | COUNT+CALL+EXTEND | .7..... | NO | |
| 31 | COUNT+CALL+EXTEND | .8..... | NO | |
| 32 | COUNT+CALL+EXTEND | .8..... | NO | |
| 33 | COUNT+CALL+EXTEND | .8..... | NO | |
| 34 | CALL+EXTEND | .8..... | NO | |
| 35 | LIMITED | .8..... | NO | |
| 36 | COUNT+CALL+EXTEND | .8..... | NO | |
| 37 | COUNT+CALL+EXTEND | .5..... | NO | |
| 38 | COUNT+CALL+EXTEND | .7..... | NO | |
| 39 | COUNT+CALL+EXTEND | .6..... | NO | |
| 40 | COUNT+CALL+EXTEND | .8..... | NO | |
| 41 | PEDESTRIAN | .2..... | NO | |
| 42 | PEDESTRIAN | .4..... | NO | |
| 43 | PEDESTRIAN | .6..... | NO | |
| 44 | PEDESTRIAN | .8..... | NO | |

| Detector Configuration (5-2) | | | | |
|------------------------------|-------|--------|--------|------|
| Det | Delay | Extend | Recall | Port |
| 1 | | | 10 | 3.2 |
| 2 | | | 10 | 7.2 |
| 3 | | 2.0 | 10 | 1.1 |
| 4 | 2 | 2.0 | 10 | 1.5 |
| 5 | | | 10 | 4.5 |
| 6 | | | 10 | 6.2 |
| 7 | 15 | | 10 | 2.1 |
| 8 | 15 | | 10 | 7.4 |
| 9 | | | 10 | 3.4 |
| 10 | | | 10 | 7.6 |
| 11 | 2 | 1.8 | 10 | 1.3 |
| 12 | 2 | 1.8 | 10 | 1.7 |
| 13 | | | 10 | 4.7 |
| 14 | | | 10 | 6.4 |
| 15 | | | 10 | 2.3 |
| 16 | | | 10 | 7.8 |
| 17 | | | 10 | 3.6 |
| 18 | | | 10 | 3.8 |
| 19 | | | 10 | 4.1 |
| 20 | | | 10 | 4.2 |
| 21 | | | 10 | 3.1 |
| 22 | | | 10 | 7.1 |
| 23 | | 1.8 | 10 | 1.2 |
| 24 | | 1.8 | 10 | 1.6 |
| 25 | | | 10 | 4.6 |
| 26 | | | 10 | 6.3 |
| 27 | | | 10 | 2.2 |
| 28 | | | 10 | 7.3 |
| 29 | | | 10 | 3.3 |
| 30 | | | 10 | 7.5 |
| 31 | | | 10 | 1.4 |
| 32 | | | 10 | 1.8 |
| 33 | | | 10 | 4.8 |
| 34 | | | 10 | 6.5 |
| 35 | | | 10 | 2.4 |
| 36 | | | 10 | 7.7 |
| 37 | | | 10 | 3.5 |
| 38 | | | 10 | 3.7 |
| 39 | | | 10 | 4.3 |
| 40 | | | 10 | 4.4 |
| 41 | | | 10 | 5.1 |
| 42 | | | 10 | 5.3 |
| 43 | | | 10 | 5.2 |
| 44 | | | 10 | 5.4 |

| Failure Times(5-3) | | Minutes |
|--------------------|--|---------|
| Maximum On Time | | |
| Fail Reset Time | | |

| Failure Override (5-4) | | | | |
|------------------------|--|--|--|-------|
| Detectors 1-8 |  |  |  | ..... |
| Detectors 9-16 |  |  |  | ..... |
| Detectors 17-24 |  |  |  | ..... |
| Detectors 25-32 |  |  |  | ..... |
| Detectors 33-40 |  |  |  | ..... |
| Detectors 41-44 |  |  |  | ..... |

| System Detector Assignment (5-5) | | | | | | | | |
|----------------------------------|---|----|----|----|----|----|----|----|
| Sys Det | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Det Nu | | | | | | | | |
| Sys Det | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Det Nu | | | | | | | | |

| CIC Operation (5-6-1) | |
|-----------------------|-------|
| Enable in Plans | ..... |

| CIC Values (5-6-2) | | |
|--------------------|--------|-----------|
| Smoothing | Volume | Occupancy |
| | 0.66 | 0.66 |
| Multiplier | | 4.0 |
| Exponent | | 0.50 |
| | | 1.00 |
| | | 0.66 |
| | | 0.33 |
| | | 1.00 |

| Detector-to-Phase Assignment (5-6-3) | | | | | | | | |
|--------------------------------------|---|----|----|----|----|----|----|----|
| Sys Det | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phase | | | | | | | | |
| Sys Det | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Phase | | | | | | | | |

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

| | | | | | | | | | | | | | |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| I-3.2 | 1.1 | 4.5 | 2.1 | 3.4 | 1.3 | 4.7 | 2.3 | 3.6 | 4.1 | 6.6 | 5.1 | 5.2 | 6.7 |
| | 7.2 | 1.5 | 6.2 | 7.4 | 7.6 | 1.7 | 6.4 | 7.8 | 3.8 | 4.2 | 2.7 | 5.3 | 5.4 |
| | 6.8 | | | | | | | | | | | | |
| J-3.1 | 1.2 | 4.6 | 2.2 | 3.3 | 1.4 | 4.8 | 2.4 | 3.5 | 4.3 | 2.8 | 5.5 | 5.6 | 2.5 |
| | 7.1 | 1.6 | 6.3 | 7.3 | 7.5 | 1.8 | 6.5 | 7.7 | 3.7 | 4.4 | 6.1 | 5.7 | 5.8 |
| | 2.6 | | | | | | | | | | | | |

HOLIDAY TABLES

| Floating Holiday Table (8-2-8) | | | |
|--------------------------------|------|------|-------|
| # | Mnth | Week | Table |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |

| Fixed Holiday Table (8-2-9) | | | |
|-----------------------------|------|-----|-------|
| # | Mnth | Day | Table |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |

| Solar Clock Data (8-4) | |
|------------------------|-----|
| North Latitude | 34 |
| West Longitude | 118 |
| Local Time Zone | 8 |

| Sabbatical Clock (8-5) | |
|------------------------|------------|
| Hebrew | Ped Recall |
| Sabbath | ..... |
| Holiday | ..... |

| Daylight Saving (8-6) | |
|-----------------------|-----|
| Enabled | YES |

TOD FUNCTIONS

| TOD Functions (8-3) | | | |
|---------------------|-------|-----|-------|
| # | Start | End | Table |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |

- Action Codes:
- 0. None
 - 1. Permitted
 - 2. Restricted
 - 4. Veh Min Recall
 - 5. Veh Max Recall
 - 6. Ped Recall
 - 7. Bike Recall
 - 8. Red Lock
 - 9. Yellow Lock
 - 10. Force/Max Lock
 - 11. Double Entry
 - 12. Y-Coord C
 - 13. Y-Coord D
 - 14. Free
 - 15. Flashing
 - 16. Walk 2
 - 17. Max Green 2

- 18. Max Green 3
 - 19. Rest in Walk
 - 20. Rest in Red
 - 21. Free Lag Phases
 - 22. Special Functions
 - 23. Truck Preempt
 - 24. Conditional Service
 - 25. Conditional Service
 - 26. Leading Ped
 - 27. Traffic Actuated Max 2
 - 41. Protected Permissive
 - 42. Protected Permissive
- Action Code = Phases added to normal setting
 100+Action Code = Phases removed
 200+Action Code = Phases replaced

COMMUNICATIONS

| C2 (6-1-1) | |
|--------------|--------|
| Address | 2 |
| Protocol | AB3418 |
| Access Level | 0 |
| Baud | 1200 |
| Parity | NONE |
| Data Bits | 8 |
| Stop Bits | 1 |
| RTS On Time | 20 |
| RTS Off Time | 20 |
| Handshaking | NORMAL |

| C20 (6-1-2) | |
|--------------|--------|
| Address | |
| Protocol | AB3418 |
| Access Level | 0 |
| Baud | 1200 |
| Parity | NONE |
| Data Bits | 8 |
| Stop Bits | 1 |
| RTS On Time | 20 |
| RTS Off Time | 20 |
| Handshaking | NORMAL |

| C21 (6-1-3) | |
|--------------|--------|
| Address | |
| Protocol | AB3418 |
| Access Level | 0 |
| Baud | 1200 |
| Parity | NONE |
| Data Bits | 8 |
| Stop Bits | 1 |
| RTS On Time | 20 |
| RTS Off Time | 20 |
| Handshaking | NORMAL |

Access Levels:

- 0-Full Access
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan
- 4-Reserved
- 5-Full Access with No Set Pattern
- 6-Full Access with No Set Time
- 7-Full Access with No Set Pattern, Manual Plan
- 8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

| Soft Logic (6-2) | | | | | |
|--------------------|------|----|------|----|------|
| # | Data | OP | Data | OP | Data |
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

| Callback Numbers (6-3...3) | |
|----------------------------|----|
| Line Out | |
| Local Toll | |
| Long Distance | |
| Delay | 10 |
| Area Code | |
| Phone Number | |

| | |
|---------------|----|
| Line Out | |
| Local Toll | |
| Long Distance | |
| Delay | 10 |
| Area Code | |
| Phone Number | |

| | |
|---------------|----|
| Line Out | |
| Local Toll | |
| Long Distance | |
| Delay | 10 |
| Area Code | |
| Phone Number | |

NETWORK

| Network (6-4) | |
|----------------|--------|
| Address | |
| Protocol | AB3418 |
| Port | 27000 |
| Type | STATIC |
| Central Access | 0 |
| Field Access | 0 |

| | | | | | | | | | |
|------------|-----|---|-----|---|-----|---|-----|---|---|
| IP Address | 0 | . | 0 | . | 0 | . | 0 | . | 0 |
| Netmask | 255 | . | 255 | . | 255 | . | 0 | . | 0 |
| Broadcast | 0 | . | 0 | . | 0 | . | 254 | . | |
| Gateway | 0 | . | 0 | . | 0 | . | 0 | . | 1 |

RAILROAD PREEMPTION

| (3-1-1) | Timing | Phase Flags (3-1-2) | | | Pedestrian Flags (3-1-3) | | | Overlap Flags (3-1-4) | | |
|---------|--------|---------------------|-----------|-----------------|--------------------------|-----------|-----------------|-----------------------|-----------|-------------|
| | | Grn Hold | Yel Flash | Red Flash | Walk | Flash DW | Solid DW | Grn Hold | Yel Flash | Red Flash |
| RR 1 | 10 | .2 . . 5 . . . | | | | | . 2 . 4 . 6 . 8 | | | |
| Delay | | | | | | | | | | |
| Clear 1 | | | | | | | | | | |
| Clear 2 | | | | | | | | | | |
| Clear 3 | | | | | | | | | | |
| Hold | | | | 1 2 3 4 5 6 7 8 | | | | | | A B C D E F |

Exit Parameters (3-1-5)

| | | | |
|-------------|---------------|-----------------|-----------------|
| Phase Green | Overlap Green | Vehicle Call | Ped Call |
| | | 1 2 3 4 5 6 7 8 | . 2 . 4 . 6 . 8 |

Configuration (3-1-6)

| | | | |
|--------------|----------------|----------|----------|
| Primary Port | Secondary Port | Latching | Power-Up |
| 2.5 | 0.0 | YES | FLASHING |

| (3-2-1) | Timing | Phase Flags (3-2-2) | | | Pedestrian Flags (3-2-3) | | | Overlap Flags (3-2-4) | | |
|---------|--------|---------------------|-----------|-----------|--------------------------|-----------|-----------------|-----------------------|-----------|-----------|
| | | Grn Hold | Yel Flash | Red Flash | Walk | Flash DW | Solid DW | Grn Hold | Yel Flash | Red Flash |
| RR 2 | 10 | . . . 4 . . 7 . . | | | | | . 2 . 4 . 6 . 8 | | | |
| Delay | | | | | | | | | | |
| Clear 1 | | | | | | | | | | |
| Clear 2 | | | | | | | | | | |
| Clear 3 | | | | | | | | | | |
| Hold | | 1 2 3 . . 6 . . | | | | | . . . 4 . . . 8 | | | |

Exit Parameters (3-2-5)

| | | | |
|-------------|---------------|-------------------|-----------|
| Phase Green | Overlap Green | Vehicle Call | Ped Call |
| | | . . . 4 . . 7 . . | |

Configuration (3-2-6)

| | | | |
|--------------|----------------|----------|----------|
| Primary Port | Secondary Port | Latching | Power-up |
| 2.6 | 0.0 | YES | DARK |

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

| | | | | |
|----------------|----------|-------------------|-------------|---------------|
| Preempt Timers | Clear | Max | Phase Green | Overlap Green |
| | 5 | 30 |  |  | . 2 . . . 5 . . . | . . . . . |
| Port | Latching | Phase Termination | ADVANCE | |
| 5.5 | NO | ADVANCE | | |

EVB (3-B)

| | | | | |
|----------------|----------|-------------------|-------------|---------------|
| Preempt Timers | Clear | Max | Phase Green | Overlap Green |
| | 5 | 30 |  |  | . . . 4 . . 7 . . | . . . . . |
| Port | Latching | Phase Termination | ADVANCE | |
| 5.6 | NO | ADVANCE | | |

EVC (3-C)

| | | | | |
|----------------|----------|-------------------|-------------|---------------|
| Preempt Timers | Clear | Max | Phase Green | Overlap Green |
| | 5 | 30 |  |  | 1 . . . . 6 . . | . . . . . |
| Port | Latching | Phase Termination | ADVANCE | |
| 5.7 | NO | ADVANCE | | |

EVD (3-D)

| | | | | |
|----------------|----------|-------------------|-------------|---------------|
| Preempt Timers | Clear | Max | Phase Green | Overlap Green |
| | 5 | 30 |  |  | . . . 3 . . . . 8 | . . . . . |
| Port | Latching | Phase Termination | ADVANCE | |
| 5.8 | NO | ADVANCE | | |

INPUTS

| 7 Wire I/C (2-1-5-1) | | | |
|------------------------|-------|------|------|
| | Input | Port | Port |
| Enable | NO | R1 | 3.8 |
| Max ON | | R2 | 3.5 |
| Max OFF | | R3 | 3.7 |
| | | | D3 |
| | | | D2 |
| | | | Free |
| | | | 3.6 |
| | | | 2.8 |
| | | | 6.1 |

| Cabinet Status (2-1-5-3) | |
|----------------------------|------|
| Input | Port |
| Flash Bus | |
| Door Ajar | |
| Flash Sense | 6.7 |
| Stop Time | 6.8 |

| Special Function (2-1-5-4) | |
|----------------------------|------|
| Input | Port |
| 1 | |
| 2 | |
| 3 | |
| 4 | |

| Manual Control (2-1-5-2) | |
|----------------------------|------|
| Input | Port |
| Manual Advance | |
| Advance Enable | |

| Battery Backup (2-1-5-5) | |
|----------------------------|-----------|
| Port | Operation |
| 2.7 | FLASHING |

| Y-Coordination (2-1-5-6) | |
|----------------------------|--------|
| Port C | Port D |
| 6.1 | 2.8 |

OUTPUTS

| Loadswitch Assignments (2-1-6) | | | | | | + | |
|----------------------------------|----|----|----|----|----|----|----|
| A | 1 | 2 | 22 | 3 | 4 | 24 | 9 |
| B | 5 | 6 | 26 | 7 | 8 | 28 | 10 |
| X | 13 | 14 | 0 | 11 | 12 | 0 | 0 |

Loadswitch Codes: 51-57 Special Functions
71-72 Seven Wire I/C

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7

+ middle output of loadswitches 3 and 6
Channel 9 and 10

TRANSIT PRIORITY

| Local Plans (3-E) 1...9 11...19 | | Early Green | Green Extend | Inhibit Cycles | Phase 1 Minimum | Phase 2 Minimum | Phase 3 Minimum | Phase 4 Minimum | Phase 5 Minimum | Phase 6 Minimum | Phase 7 Minimum | Phase 8 Minimum |
|---------------------------------|--------------|-------------|--------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Plan 1 | Green Factor | | | | | | | | | | | |
| Plan 2 | Green Factor | | | | | | | | | | | |
| Plan 3 | Green Factor | | | | | | | | | | | |
| Plan 4 | Green Factor | | | | | | | | | | | |
| Plan 5 | Green Factor | | | | | | | | | | | |
| Plan 6 | Green Factor | | | | | | | | | | | |
| Plan 7 | Green Factor | | | | | | | | | | | |
| Plan 8 | Green Factor | | | | | | | | | | | |
| Plan 9 | Green Factor | | | | | | | | | | | |
| Plan 11 | Green Factor | | | | | | | | | | | |
| Plan 12 | Green Factor | | | | | | | | | | | |
| Plan 13 | Green Factor | | | | | | | | | | | |
| Plan 14 | Green Factor | | | | | | | | | | | |
| Plan 15 | Green Factor | | | | | | | | | | | |
| Plan 16 | Green Factor | | | | | | | | | | | |
| Plan 17 | Green Factor | | | | | | | | | | | |
| Plan 18 | Green Factor | | | | | | | | | | | |
| Plan 19 | Green Factor | | | | | | | | | | | |

| Transit Priority Configuration (3-E-A) | | Indicator Output | |
|--|------------|------------------|----|
| Enable in Plans | Input Type | Stop | Go |
| Plan 1-9 | 0.0 OPT | 0 | 0 |
| Plan 11-19 | 0.0 OPT | 0 | 0 |

| Queue Jump (3-E-B) | |
|--------------------|------------|
| Grn Hold | Hold Phase |
| | |
| | |

| Free Plans (3-E-E) | |
|--------------------|------------|
| Max Grn Hold | Hold Phase |
| | |

| Access Utilities (9-5) | |
|------------------------|---------|
| Password | Timeout |
| *** | 30 |

YELLOW YIELD COORDINATION

| Force-Offs | | | | | | | | | | | | | | | | |
|-----------------------|----------|--------|--------|------|-----|-----|-----|-----|-----|-----|-----|-----|------------------|----------------|---------------------|---------------------|
| Y-Coord Plans (7-C,D) | Long Grn | No Grn | Offset | Perm | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- | Coord | Lag | Min Recall | Restricted |
| Plan C | | | | | | | | | | | | | .2 6 . . | .2 . 4 . 6 . 8 | | |
| Plan D | | | | | | | | | | | | | .2 6 . . | .2 . 4 . 6 . 8 | | |

TRUCK PRIORITY

| Truck Priority (3-F) | Passage | CarryOver | Clearance | Next Priority | Phase Green | Det 2 Port | Det 3 Port | Det 4 Port | Sign Output | Slave Input | Slave Output |
|----------------------|---------|-----------|-----------|---------------|---------------------|------------|------------|------------|-------------|-------------|--------------|
| | | | | | | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 |

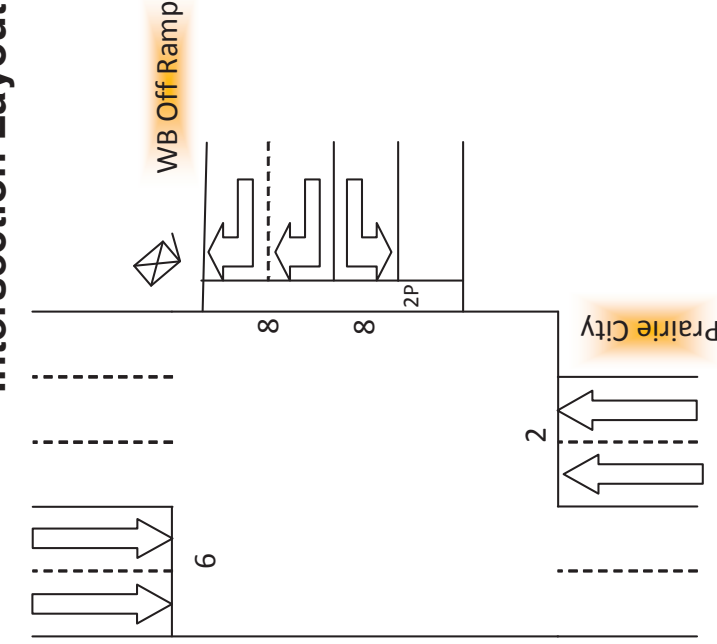
Location: SAC 50 @ Prairie City & WB Ramps
 System:
 Master At: SAC 50 @ WB RAMPS

Designed By:
 Installed By:
 Service Info:

District:
 I/C:

Timing Change: Date Start: Date End: Designed: Installed: 5/28/2010

Intersection Layout



| | | |
|----------------|-------|-----|
| 1) NB THRU | FLASH | [] |
| 2) NB THRU | | [] |
| 3) NB THRU | | [] |
| 4) NB THRU | | [] |
| 5) NB THRU | | [] |
| 6) SB THRU | | [] |
| 7) SB THRU | | [] |
| 8) WB OFF RAMP | | [] |
| O A) | | [] |
| V B) | | [] |
| E C) | | [] |
| R D) | | [] |
| L E) | | [] |
| A F) | | [] |
| P | | [] |

Comments and Notes:

1998-07-29: O.T.O. Wednesday @ approx. 1100 By M.Fladland, A.Hebert, Linda Hill & C. Brashear
 2010-05-28: Changed from 170 Controller C5L-03-103 to a 2070 TSCP v2.14 By P.A.Diaz
 2013-02-22: Changed crosswalk to 3.5ft/sec: DH
 2017-10-25: Changed yellow time DH
 2018-03-30: Changed to TSCP 2.21 DH

RAM Checksum

| | |
|--------------|---------------|
| Page 2: 769F | Page 8: 85AF |
| Page 3: E29C | Page 9: D2FD |
| Page 4: 1F7C | Page 10: 6F66 |
| Page 5: 191A | Page 11: FDAC |
| Page 6: 191A | Page 12: D68F |
| Page 7: AACF | Page 13: 86F7 |

| | | |
|---------------|--------------------|-----------------|
| Cabinet | Phases (2-1-1-1) | |
| 332 | Permitted | . 2 . . . 6 . 8 |
| Configuration | Restricted | |
| CALTRANS | | |

| | |
|---------------------------|-----------------|
| Phase Recalls (2-1-1-2) | |
| Vehicle Min | . 2 . . . 6 . . |
| Vehicle Max | |
| Pedestrian | |
| Bicycle | |

| | |
|-------------------------|-----------|
| Phase Locks (2-1-1-3) | |
| Red | |
| Yellow | |
| Force/Max | |

| | |
|----------------------------|-----------|
| Phase Features (2-1-1-4) | |
| Double Entry | |
| Rest In Walk | |
| Rest In Red | |
| Walk 2 | |
| Max Green 2 | |
| Max Green 3 | |

| | |
|-----------------------|-----------------|
| Startup (2-1-1-5) | |
| First Green Phases | . 2 . . . 6 . . |
| Yellow Start Phases | |
| Vehicle Calls | . 2 . . . 6 . 8 |
| Pedestrian Calls | . 2 |
| Yellow Start Overlaps | |
| Startup All-Red | 6.0 |

| | | |
|---------------------------|-----------|---------------|
| Call To Phase (2-1-2-1) | | Omit On Green |
| 1 | | 1 |
| 2 | | 2 |
| 3 | | 3 |
| 4 | | 4 |
| 5 | | 5 |
| 6 | | 6 |
| 7 | | 7 |
| 8 | | 8 |

| | |
|-----------------------------|-----------|
| Flashing Colors (2-1-2-2) | |
| Yellow Flash Phases | |
| Yellow Flash Overlap | |
| Flash In Red Phases | |
| Flash In Red Overlap | |

| | |
|-------------------------------|-----------|
| Special Operation (2-1-2-3) | |
| Single Exit Phase | |
| Driveway Signal Phases | |
| Driveway Signal Overlaps | |
| Leading Ped Phases | |

| | |
|----------------------------------|-----------|
| Protected Permissive (2-1-2-4) | |
| Protected Permissive | |

| | |
|----------------------|---------------|
| Pedestrian (2-1-3) | |
| P1 | |
| P2 | . 2 |
| P3 | |
| P4 | |
| P5 | |
| P6 | |
| P7 | |
| P8 | |

| | | | |
|-------------------|-----------|-----------|-----------|
| Overlap (2-1-4) | | | |
| Overlap | Parent | Omit | No Start |
| A | | | |
| B | | | |
| C | | | |
| D | | | |
| E | | | |
| F | | | |

PHASE TIMING

| Phase (2-2) | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| --- Walk 1 --- | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flash Don't Walk | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minimum Green | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 6 |
| Det Limit | 0 | 20 | 0 | 0 | 0 | 20 | 0 | 20 |
| Max Initial | 0 | 20 | 0 | 0 | 0 | 20 | 0 | 20 |
| Max Green 1 | 0 | 35 | 0 | 0 | 0 | 35 | 0 | 25 |
| Max Green 2 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 50 |
| Max Green 3 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 50 |
| Extension | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 1.5 |
| Maximum Gap | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 2.5 |
| Minimum Gap | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 1.5 |
| Add Per Vehicle | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Reduce Gap By | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Reduce Every | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Yellow | 3.0 | 4.1 | 3.0 | 3.0 | 3.0 | 4.1 | 3.0 | 4.1 |
| All-Red | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Ped/Bike (2-3) | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
| --- Walk 2 --- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay/Early Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Solid Don't Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bike Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bike All-Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

OVERLAP TIMING

| Overlap (2-4) | A | B | C | D | E | F |
|-----------------|-----|-----|-----|-----|-----|-----|
| Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Red Revert

| Red Revert (2-5) | Time | All-Red Sec/Min (2-6) | All-Red Sec/Min: |
|--------------------|------|-------------------------|------------------|
| | 5.0 | | OFF |

Max 2 Extension

| Max/Gap Out (2-7) | Max Cnt | Gap Cnt |
|---------------------|---------|---------|
| | 0 | 0 |

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

| Plan | Green Factor | Cycle | Multi | Lag Gap | [Offsets] Green Factors or Press [F] to Select Force-Off | | | | | | | | | | | | | | |
|--------|--------------|-------|-------|---------|--|---|---|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|----|
| | | | | | A | B | C | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- | | | | |
| Plan 1 | Green Factor | | | | | | | | | | | | | | | | | | |
| Plan 2 | Green Factor | 65 | | | | | | | 33 | | | | | | 33 | | | | 20 |
| Plan 3 | Green Factor | 70 | | | | | | | 33 | | | | | | 33 | | | | 25 |
| Plan 4 | Green Factor | 80 | | | | | | | 43 | | | | | | 43 | | | | 25 |
| Plan 5 | Green Factor | 90 | | | | | | | 53 | | | | | | 53 | | | | 25 |
| Plan 6 | Green Factor | | | | | | | | | | | | | | | | | | |
| Plan 7 | Green Factor | | | | | | | | | | | | | | | | | | |
| Plan 8 | Green Factor | | | | | | | | | | | | | | | | | | |
| Plan 9 | Green Factor | | | | | | | | | | | | | | | | | | |

Local Plan 1...9 (7-1) PHASE FLAGS

| Plan | Lag | Sync | Hold | Omit | Veh Min | Veh Max | Ped | Bike |
|--------|-----------------|-------------------|-------|-------|---------|---------|-------|-------|
| Plan 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 2 | . 2 . 4 . 6 . 8 | . 2 6 . . | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 3 | . 2 . 4 . 6 . 8 | . 2 6 . . | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 4 | . 2 . 4 . 6 . 8 | . 2 6 . . | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 5 | . 2 . 4 . 6 . 8 | . 2 6 . . | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Plan 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

| Master Timer Sync (7-A) | |
|---------------------------|-------|
| Enable in Plans | ..... |
| 1-9 | ..... |
| 11-19 | ..... |
| 21-29 | ..... |

| Master Sub Master | |
|-------------------|--|
| Input | |
| Output | |

FREE PLAN PHASE FLAGS

| (7-E) Free | |
|-----------------|----------|
| Lag | Omit |
| . 2 . 4 . 6 . 8 | ..... |
| Veh Min | Veh Max |
| | |
| Ped | Bike |
| | |
| Cond | Cond Grn |
| ..... | 10 |

MANUAL COMMANDS

| Manual Plan (4-1) | |
|-------------------|--------|
| Plan | Offset |
| | A |

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

| Special Function Override (4-2) | | |
|---------------------------------|---------|-----------|
| # | Control | # Control |
| 1 | NORMAL | 3 NORMAL |
| 2 | NORMAL | 4 NORMAL |
| Detector Reset | | (4-3) |
| Local Manual (4-4) | | OFF |

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

| | Cycle | Multi | Lag Gap | A | B | C | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
|---------|--------------|-------|---------|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| Plan 11 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 12 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 13 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 14 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 15 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 16 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 17 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 18 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 19 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |

Local Plan 11...19 (7-2) PHASE FLAGS

| | Lag | Sync | Hold | Omit | Veh Min | Veh Max | Ped | Bike |
|---------|-------|-------|-------|-------|---------|---------|-------|-------|
| Plan 11 | | | | | | | | |
| Plan 12 | | | | | | | | |
| Plan 13 | | | | | | | | |
| Plan 14 | | | | | | | | |
| Plan 15 | | | | | | | | |
| Plan 16 | | | | | | | | |
| Plan 17 | | | | | | | | |
| Plan 18 | | | | | | | | |
| Plan 19 | | | | | | | | |

Local Plan 21...29 (7-3) TIMING DATA COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

| | Cycle | Multi | Lag Gap | A | B | C | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
|---------|--------------|-------|---------|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| Plan 21 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 22 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 23 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 24 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 25 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 26 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 27 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 28 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 29 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |

Local Plan 21...29 (7-3) PHASE FLAGS

| | Lag | Sync | Hold | Omit | Veh Min | Veh Max | Ped | Bike |
|---------|-------|-------|-------|-------|---------|---------|-------|-------|
| Plan 21 | | | | | | | | |
| Plan 22 | | | | | | | | |
| Plan 23 | | | | | | | | |
| Plan 24 | | | | | | | | |
| Plan 25 | | | | | | | | |
| Plan 26 | | | | | | | | |
| Plan 27 | | | | | | | | |
| Plan 28 | | | | | | | | |
| Plan 29 | | | | | | | | |

DETECTORS

| Detector Attributes (5-1) | | | | Detector Configuration (5-2) | | | | Slot |
|---------------------------|-------------------|---------|------|------------------------------|-------|--------|--------|------|
| Det | Type | Phases | Lock | Det | Delay | Extend | Recall | Port |
| 1 | COUNT+CALL+EXTEND | 1..... | NO | 1 | | | 10 | 3.2 |
| 2 | COUNT+CALL+EXTEND | 1..... | NO | 2 | | | 10 | 7.2 |
| 3 | COUNT+CALL+EXTEND | .2..... | NO | 3 | | 2.8 | 10 | 1.1 |
| 4 | COUNT+CALL+EXTEND | .2..... | NO | 4 | | 2.8 | 10 | 1.5 |
| 5 | COUNT+CALL+EXTEND | .2..... | NO | 5 | | | 10 | 4.5 |
| 6 | CALL+EXTEND | .2..... | NO | 6 | | | 10 | 6.2 |
| 7 | LIMITED | .2..... | NO | 7 | | | 10 | 2.1 |
| 8 | COUNT+CALL+EXTEND | .2..... | NO | 8 | | | 10 | 7.4 |
| 9 | COUNT+CALL+EXTEND | .3..... | NO | 9 | | | 10 | 3.4 |
| 10 | COUNT+CALL+EXTEND | .3..... | NO | 10 | | | 10 | 7.6 |
| 11 | COUNT+CALL+EXTEND | .4..... | NO | 11 | | | 10 | 1.3 |
| 12 | COUNT+CALL+EXTEND | .4..... | NO | 12 | | | 10 | 1.7 |
| 13 | COUNT+CALL+EXTEND | .4..... | NO | 13 | | | 10 | 4.7 |
| 14 | CALL+EXTEND | .4..... | NO | 14 | | | 10 | 6.4 |
| 15 | LIMITED | .4..... | NO | 15 | | | 10 | 2.3 |
| 16 | COUNT+CALL+EXTEND | .4..... | NO | 16 | | | 10 | 7.8 |
| 17 | COUNT+CALL+EXTEND | 1..... | NO | 17 | | | 10 | 3.6 |
| 18 | COUNT+CALL+EXTEND | .3..... | NO | 18 | | | 10 | 3.8 |
| 19 | COUNT+CALL+EXTEND | .2..... | NO | 19 | | | 10 | 4.1 |
| 20 | COUNT+CALL+EXTEND | .4..... | NO | 20 | | | 10 | 4.2 |
| 21 | COUNT+CALL+EXTEND | .5..... | NO | 21 | | | 10 | 3.1 |
| 22 | COUNT+CALL+EXTEND | .5..... | NO | 22 | | | 10 | 7.1 |
| 23 | COUNT+CALL+EXTEND | .6..... | NO | 23 | | 2.0 | 10 | 1.2 |
| 24 | COUNT+CALL+EXTEND | .6..... | NO | 24 | | 2.0 | 10 | 1.6 |
| 25 | COUNT+CALL+EXTEND | .6..... | NO | 25 | | | 10 | 4.6 |
| 26 | CALL+EXTEND | .6..... | NO | 26 | | | 10 | 6.3 |
| 27 | LIMITED | .6..... | NO | 27 | | | 10 | 2.2 |
| 28 | COUNT+CALL+EXTEND | .6..... | NO | 28 | | | 10 | 7.3 |
| 29 | COUNT+CALL+EXTEND | .7..... | NO | 29 | | | 10 | 3.3 |
| 30 | COUNT+CALL+EXTEND | .7..... | NO | 30 | | | 10 | 7.5 |
| 31 | COUNT+CALL+EXTEND | .8..... | NO | 31 | 2 | 1.8 | 10 | 1.4 |
| 32 | COUNT+CALL+EXTEND | .8..... | NO | 32 | | | 10 | 1.8 |
| 33 | COUNT+CALL+EXTEND | .8..... | NO | 33 | 10 | | 10 | 4.8 |
| 34 | CALL+EXTEND | .8..... | NO | 34 | 10 | | 10 | 6.5 |
| 35 | LIMITED | .8..... | NO | 35 | | | 10 | 2.4 |
| 36 | COUNT+CALL+EXTEND | .8..... | NO | 36 | | | 10 | 7.7 |
| 37 | COUNT+CALL+EXTEND | .5..... | NO | 37 | | | 10 | 3.5 |
| 38 | COUNT+CALL+EXTEND | .7..... | NO | 38 | | | 10 | 3.7 |
| 39 | COUNT+CALL+EXTEND | .6..... | NO | 39 | | | 10 | 4.3 |
| 40 | COUNT+CALL+EXTEND | .8..... | NO | 40 | | | 10 | 4.4 |
| 41 | PEDESTRIAN | .2..... | NO | 41 | | | 10 | 5.1 |
| 42 | PEDESTRIAN | .4..... | NO | 42 | | | 10 | 5.3 |
| 43 | PEDESTRIAN | .6..... | NO | 43 | | | 10 | 5.2 |
| 44 | PEDESTRIAN | .8..... | NO | 44 | | | 10 | 5.4 |

| Failure Times(5-3) | | Minutes |
|--------------------|--|---------|
| Maximum On Time | | |
| Fail Reset Time | | |

| Failure Override (5-4) | | | | |
|------------------------|-------|--|--|--|
| Detectors 1-8 | ..... |  |  |  |
| Detectors 9-16 | ..... |  |  |  |
| Detectors 17-24 | ..... |  |  |  |
| Detectors 25-32 | ..... |  |  |  |
| Detectors 33-40 | ..... |  |  |  |
| Detectors 41-44 | ..... |  |  |  |

| System Detector Assignment (5-5) | | | | | | | | |
|----------------------------------|---|----|----|----|----|----|----|----|
| Sys Det | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Det Nu | | | | | | | | |
| Sys Det | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Det Nu | | | | | | | | |

| CIC Operation (5-6-1) | |
|-----------------------|-------|
| Enable in Plans | ..... |

| CIC Values (5-6-2) | | | |
|--------------------|--------|-----------|--------|
| Smoothing | Volume | Occupancy | Demand |
| | 0.66 | 0.66 | 0.66 |
| Multiplier | 4.0 | 0.33 | |
| Exponent | 0.50 | 1.00 | |

| Detector-to-Phase Assignment (5-6-3) | | | | | | | | |
|--------------------------------------|---|----|----|----|----|----|----|----|
| Sys Det | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phase | | | | | | | | |
| Sys Det | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Phase | | | | | | | | |

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

| | | | | | | | | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| I- 3.2 | 1.1 | 4.5 | 2.1 | 3.4 | 1.3 | 4.7 | 2.3 | 3.6 | 4.1 | 6.6 | 5.1 | 5.2 | 6.7 |
| | 7.2 | 1.5 | 6.2 | 7.4 | 7.6 | 1.7 | 6.4 | 7.8 | 3.8 | 4.2 | 2.7 | 5.3 | 5.4 |
| J- 3.1 | 1.2 | 4.6 | 2.2 | 3.3 | 1.4 | 4.8 | 2.4 | 3.5 | 4.3 | 2.8 | 5.5 | 5.6 | 2.5 |
| | 7.1 | 1.6 | 6.3 | 7.3 | 7.5 | 1.8 | 6.5 | 7.7 | 3.7 | 4.4 | 6.1 | 5.7 | 2.6 |

HOLIDAY TABLES

| Floating Holiday Table (8-2-8) | | | |
|--------------------------------|------|------|-------|
| # | Mnth | Week | Table |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |

| Fixed Holiday Table (8-2-9) | | | |
|-----------------------------|------|-----|-------|
| # | Mnth | Day | Table |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |

| Solar Clock Data (8-4) | |
|------------------------|-----|
| North Latitude | 34 |
| West Longitude | 118 |
| Local Time Zone | 8 |

| Sabbatical Clock (8-5) | |
|------------------------|------------|
| Hebrew | Ped Recall |
| Sabbath | ..... |
| Holiday | ..... |

| Daylight Saving (8-6) | |
|-----------------------|-----|
| Enabled | YES |

TOD FUNCTIONS

| TOD Functions (8-3) | | | |
|---------------------|-------|-----|-------|
| # | Start | End | Table |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |

- Action Codes:
- 0. None
 - 1. Permitted
 - 2. Restricted
 - 4. Veh Min Recall
 - 5. Veh Max Recall
 - 6. Ped Recall
 - 7. Bike Recall
 - 8. Red Lock
 - 9. Yellow Lock
 - 10. Force/Max Lock
 - 11. Double Entry
 - 12. Y-Coord C
 - 13. Y-Coord D
 - 14. Free
 - 15. Flashing
 - 16. Walk 2
 - 17. Max Green 2

- 18. Max Green 3
 - 19. Rest in Walk
 - 20. Rest in Red
 - 21. Free Lag Phases
 - 22. Special Functions
 - 23. Truck Preempt
 - 24. Conditional Service
 - 25. Conditional Service
 - 26. Leading Ped
 - 27. Traffic Actuated Max 2
 - 41. Protected Permissive
 - 42. Protected Permissive
- Action Code = Phases added to normal setting
 100+Action Code = Phases removed
 200+Action Code = Phases replaced

COMMUNICATIONS

| C2 (6-1-1) | |
|--------------|--------|
| Address | 1 |
| Protocol | AB3418 |
| Access Level | 0 |
| Baud | 1200 |
| Parity | NONE |
| Data Bits | 8 |
| Stop Bits | 1 |
| RTS On Time | 20 |
| RTS Off Time | 20 |
| Handshaking | NORMAL |

| C20 (6-1-2) | |
|--------------|--------|
| Address | |
| Protocol | AB3418 |
| Access Level | 0 |
| Baud | 1200 |
| Parity | NONE |
| Data Bits | 8 |
| Stop Bits | 1 |
| RTS On Time | 20 |
| RTS Off Time | 20 |
| Handshaking | NORMAL |

| C21 (6-1-3) | |
|--------------|--------|
| Address | |
| Protocol | AB3418 |
| Access Level | 0 |
| Baud | 1200 |
| Parity | NONE |
| Data Bits | 8 |
| Stop Bits | 1 |
| RTS On Time | 20 |
| RTS Off Time | 20 |
| Handshaking | NORMAL |

Access Levels:

- 0-Full Access
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan
- 4-Reserved
- 5-Full Access with No Set Pattern
- 6-Full Access with No Set Time
- 7-Full Access with No Set Pattern, Manual Plan
- 8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

| Soft Logic (6-2) | | | | | |
|--------------------|------|----|------|----|------|
| # | Data | OP | Data | OP | Data |
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

| Callback Numbers (6-3...3) | |
|----------------------------|----|
| Line Out | |
| Local Toll | |
| Long Distance | |
| Delay | 10 |
| Area Code | |
| Phone Number | |

| | |
|---------------|----|
| Line Out | |
| Local Toll | |
| Long Distance | |
| Delay | 10 |
| Area Code | |
| Phone Number | |

| | |
|---------------|----|
| Line Out | |
| Local Toll | |
| Long Distance | |
| Delay | 10 |
| Area Code | |
| Phone Number | |

NETWORK

| Network (6-4) | |
|----------------|--------|
| Address | |
| Protocol | AB3418 |
| Port | 27000 |
| Type | STATIC |
| Central Access | 0 |
| Field Access | 0 |

| | | | | | | | |
|------------|-----|---|-----|---|-----|---|-----|
| IP Address | 0 | . | 0 | . | 0 | . | 0 |
| Netmask | 255 | . | 255 | . | 255 | . | 0 |
| Broadcast | 0 | . | 0 | . | 0 | . | 254 |
| Gateway | 0 | . | 0 | . | 0 | . | 1 |

RAILROAD PREEMPTION

| (3-1-1) | Timing | Phase Flags (3-1-2) | | | Pedestrian Flags (3-1-3) | | | Overlap Flags (3-1-4) | | |
|---------|--------|---------------------|-----------------|-----------|--------------------------|----------|----------|-----------------------|-----------|-----------|
| | | Grn Hold | Yel Flash | Red Flash | Walk | Flash DW | Solid DW | Grn Hold | Yel Flash | Red Flash |
| Delay | 10 | .2...5... | ..... | ..... | ..... | .2.4.6.8 | ..... | ..... | ..... | ..... |
| Clear 1 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Clear 2 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Clear 3 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Hold |  | ..... | 1 2 3 4 5 6 7 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

Exit Parameters (3-1-5)

| | | | |
|-------------|---------------|-----------------|----------|
| Phase Green | Overlap Green | Vehicle Call | Ped Call |
| ..... | ..... | 1 2 3 4 5 6 7 8 | .2.4.6.8 |

Configuration (3-1-6)

| | | | |
|--------------|----------------|----------|----------|
| Primary Port | Secondary Port | Latching | Power-Up |
| 2.5 | 0.0 | YES | FLASHING |

| (3-2-1) | Timing | Phase Flags (3-2-2) | | | Pedestrian Flags (3-2-3) | | | Overlap Flags (3-2-4) | | |
|---------|--------|---------------------|-----------|-----------|--------------------------|----------|----------|-----------------------|-----------|-----------|
| | | Grn Hold | Yel Flash | Red Flash | Walk | Flash DW | Solid DW | Grn Hold | Yel Flash | Red Flash |
| Delay | 10 | ...4...7. | ..... | ..... | ..... | .2.4.6.8 | ..... | ..... | ..... | ..... |
| Clear 1 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Clear 2 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Clear 3 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Hold | | 1 2 3 .6.. | ..... | ..... | .2...6.. | ...4...8 | ..... | ..... | ..... | ..... |

Exit Parameters (3-2-5)

| | | | |
|-------------|---------------|--------------|----------|
| Phase Green | Overlap Green | Vehicle Call | Ped Call |
| ..... | ..... | ...4...7. | ..... |

Configuration (3-2-6)

| | | | |
|--------------|----------------|----------|----------|
| Primary Port | Secondary Port | Latching | Power-up |
| 2.6 | 0.0 | YES | DARK |

EMERGENCY VEHICLE PREEMPTION

| | | | | |
|-----------|----------------|-------------------|-------------|---------------|
| EVA (3-A) | Preempt Timers | | Phase Green | Overlap Green |
| | Delay | Max | | |
| | 5 | 30 | .2...5... | ..... |
| Port | Latching | Phase Termination | ADVANCE | |
| 5.5 | NO | ADVANCE | | |

| | | | | |
|-----------|----------------|-------------------|-------------|---------------|
| EVB (3-B) | Preempt Timers | | Phase Green | Overlap Green |
| | Delay | Max | | |
| | 5 | 30 | ...4...7. | ..... |
| Port | Latching | Phase Termination | ADVANCE | |
| 5.6 | NO | ADVANCE | | |

| | | | | |
|-----------|----------------|-------------------|-------------|---------------|
| EVC (3-C) | Preempt Timers | | Phase Green | Overlap Green |
| | Delay | Max | | |
| | 5 | 30 | 1.....6.. | ..... |
| Port | Latching | Phase Termination | ADVANCE | |
| 5.7 | NO | ADVANCE | | |

| | | | | |
|-----------|----------------|-------------------|-------------|---------------|
| EVD (3-D) | Preempt Timers | | Phase Green | Overlap Green |
| | Delay | Max | | |
| | 5 | 30 | ...3.....8 | ..... |
| Port | Latching | Phase Termination | ADVANCE | |
| 5.8 | NO | ADVANCE | | |

INPUTS

| 7 Wire I/C (2-1-5-1) | | | | |
|------------------------|-------|------|-------|------|
| | Input | Port | Input | Port |
| Enable | NO | | | |
| Max ON | | R1 | 3.8 | Free |
| | | R2 | 3.5 | D2 |
| Max OFF | | R3 | 3.7 | D3 |
| | | | | 6.1 |

| Cabinet Status (2-1-5-3) | |
|----------------------------|------|
| Input | Port |
| Flash Bus | |
| Door Ajar | |
| Flash Sense | 6.7 |
| Stop Time | 6.8 |

| Special Function (2-1-5-4) | |
|----------------------------|------|
| Input | Port |
| 1 | |
| 2 | |
| 3 | |
| 4 | |

| Manual Control (2-1-5-2) | |
|----------------------------|------|
| Input | Port |
| Manual Advance | |
| Advance Enable | |

| Battery Backup (2-1-5-5) | |
|----------------------------|-----------|
| Port | Operation |
| 2.7 | FLASHING |

| Y-Coordination (2-1-5-6) | |
|----------------------------|--------|
| Port C | Port D |
| 6.1 | 2.8 |

OUTPUTS

| Loadswitch Assignments (2-1-6) | | | | | | + | |
|----------------------------------|----|----|----|----|----|----|----|
| A | 1 | 2 | 22 | 3 | 4 | 24 | 9 |
| B | 5 | 6 | 26 | 7 | 8 | 28 | 10 |
| X | 13 | 14 | 0 | 11 | 12 | 0 | 0 |

Loadswitch Codes:

- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7

- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

| Local Plans (3-E) 1...9 11...19 | | Early Green | Green Extend | Inhibit Cycles | Phase 1 Minimum | Phase 2 Minimum | Phase 3 Minimum | Phase 4 Minimum | Phase 5 Minimum | Phase 6 Minimum | Phase 7 Minimum | Phase 8 Minimum |
|---------------------------------|--------------|-------------|--------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Plan 1 | Green Factor | | | | | | | | | | | |
| Plan 2 | Green Factor | | | | | | | | | | | |
| Plan 3 | Green Factor | | | | | | | | | | | |
| Plan 4 | Green Factor | | | | | | | | | | | |
| Plan 5 | Green Factor | | | | | | | | | | | |
| Plan 6 | Green Factor | | | | | | | | | | | |
| Plan 7 | Green Factor | | | | | | | | | | | |
| Plan 8 | Green Factor | | | | | | | | | | | |
| Plan 9 | Green Factor | | | | | | | | | | | |
| Plan 11 | Green Factor | | | | | | | | | | | |
| Plan 12 | Green Factor | | | | | | | | | | | |
| Plan 13 | Green Factor | | | | | | | | | | | |
| Plan 14 | Green Factor | | | | | | | | | | | |
| Plan 15 | Green Factor | | | | | | | | | | | |
| Plan 16 | Green Factor | | | | | | | | | | | |
| Plan 17 | Green Factor | | | | | | | | | | | |
| Plan 18 | Green Factor | | | | | | | | | | | |
| Plan 19 | Green Factor | | | | | | | | | | | |

| Transit Priority Configuration (3-E-A) | | Indicator Output | |
|--|------------|------------------|----|
| Enable in Plans | Input Type | Stop | Go |
| Plan 1-9 | 0.0 OPT | 0 | 0 |
| Plan 11-19 | 0.0 OPT | 0 | 0 |

| Queue Jump (3-E-B) | |
|--------------------|------------|
| Grn Hold | Hold Phase |
| | |
| | |

| Free Plans (3-E-E) | |
|--------------------|------------|
| Max Grn Hold | Hold Phase |
| | |

| Access Utilities (9-5) | |
|------------------------|---------|
| Password | Timeout |
| *** | 30 |

YELLOW YIELD COORDINATION

| Force-Offs | | | | | | | | | | | | | | | | |
|-----------------------|----------|--------|--------|------|-----|-----|-----|-----|-----|-----|-----|-----|------------------|----------------|---------------------|---------------------|
| Y-Coord Plans (7-C,D) | Long Grn | No Grn | Offset | Perm | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- | Coord | Lag | Min Recall | Restricted |
| Plan C | | | | | | | | | | | | | .2 6 . . | .2 . 4 . 6 . 8 | | |
| Plan D | | | | | | | | | | | | | .2 6 . . | .2 . 4 . 6 . 8 | | |

TRUCK PRIORITY

| Truck Priority (3-F) | Passage | CarryOver | Clearance | Next Priority | Phase Green | Det 2 Port | Det 3 Port | Det 4 Port | Sign Output | Slave Input | Slave Output |
|----------------------|---------|-----------|-----------|---------------|---------------------|------------|------------|------------|-------------|-------------|--------------|
| | | | | | | | 0.0 | 0.0 | 0.0 | 0 | 0.0 |

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MOVING TRAFFIC FORWARD

Prairie City & High School / Intel - 10.32.6.1 EOS - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - "DoubleLeft"

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|------------------|-----|-------|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | S-L | N-T | W-LTR | E-LTR | N-L | S-T | W-L | S-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 5 | 7 | 5 | 5 | 5 | 7 | 0 | 0 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 41 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 2.0 | 5.0 | 1.0 | 2.0 | 2.0 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 50 | 50 | 40 | 24 | 30 | 50 | 0 | 0 | 40 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 12 | 24 | 16 | 16 | 12 | 24 | 0 | 0 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 7 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |

| | | | | | | | | | | | | | | | | |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ped Clear | 0 | 18 | 30 | 0 | 0 | 25 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| | Alternate | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian Carry Over | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 | Clearance | | | | | | | | | | | | | | | |
| Yellow | 3.5 | 5.0 | 3.5 | 3.5 | 3.5 | 5.0 | 0.0 | 0.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 1 - "DoubleLeft"Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | X | | | | X | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Leading | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Trailing | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| | | | | | | | | | | | | | | | | |

| Double Serve | | | | | | | | | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dbl Serv Ph. | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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MOVING TRAFFIC FORWARD

Prairie City & High School / Intel - 10.32.6.1 EOS - Econolite Type - EOS

Time Base Clock/Calendar

Clock/Calendar Data (MM) 5-1

Manual Event Plan: 0
SYNC Reference Time: 00:00
SYNC Reference: Reference Time
Standard Time From GMT: 0
Day Light Savings: No
Time Reset Input Set Time: 3:30:00

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MOVING TRAFFIC FORWARD

Prairie City & High School / Intel - 10.32.6.1 EOS - Econolite Type - EOS

Time Base Event Plan Event Plan (MM) 5-2

Event Plan - 1 - "1" - Event Type: "Free"

| | | | |
|----------------------|----|--------------------|------|
| Timing Plan: | 1 | Veh Detector Plan: | 0 |
| Sequence: | 1 | Veh Det Diag Plan: | 0 |
| SCP Strategy Plan: | 0 | Ped Det Diag Plan: | 0 |
| SCP Detector Plan: | 0 | Det Log: | None |
| Override Sys: | No | Red Rest: | No |
| Backup Prevent Plan: | 0 | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | X | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

| | | | | | | | | | | | | | | | | |
|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| LP 1-25 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 26-50 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 51-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Event Plan - 2 - Event Type: "Coord"

| | | | | | | | | | |
|---------------|-----|---------------|----|-----------------|-----|------------|---------|-------------|---------|
| Cycle Length: | 160 | Offset Value: | 0s | Actuated Coord: | Yes | Splits In: | Seconds | Offsets In: | Seconds |
|---------------|-----|---------------|----|-----------------|-----|------------|---------|-------------|---------|

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|-----|-----|-------|-------|-----|-----|-----|-----|----|----|----|----|----|----|----|----|
| Description | S-L | N-T | W-LTR | E-LTR | N-L | S-T | W-L | S-T | N | N | N | N | N | N | N | N |
| Split | 40 | 45 | 25 | 12 | 25 | 50 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Fixed Force Off | | | | | | | | | | | | | | | | |
| Adaptive Split | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | | X | X | X | X | X | X | X |

Dwell/Add Time: 0
 Timing Plan: 0
 Sequence: 1
 Actuated Walk Rest: No
 Phase Reservice: No
 Max Select: MAXINH
 Max Transition: 4
 Ring Group Offset Disp: 0

| Ring | 1 | 2 | 3 | 4 |
|----------------|------|------|----|----|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Split Sum | 160s | 112s | 0s | 0s |

Veh Perm 1: 0
 Veh Perm 2: 0
 Veh Perm 1 Disp: 0
 Veh Perm 2: 0

SCP Strategy Plan: 0
 SCP Detector Plan: 0
 Override Sys: No
 Backup Prevent Plan: 0
 Veh Detector Plan: 0
 Veh Det Diag Plan: 0
 Ped Det Diag Plan: 0
 Det Log: None

| Outputs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|---|---|---|---|---|---|---|---|
| Coord Patt Spec Func Outputs | | | | | | | | |
| Spec Func (1-8) | | | | | | | | |
| Aux Func (1-3) | | | | | | | | |

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| LP 1-25 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 26-50 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 51-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Event Plan - 16 - "16" - Event Type: "Auto"

Timing Plan: 2 Veh Detector Plan: 0
 Sequence: 1 Veh Det Diag Plan: 0
 SCP Strategy Plan: 0 Ped Det Diag Plan: 0
 SCP Detector Plan: 0 Det Log: None
 Override Sys: No Red Rest: No
 Backup Prevent Plan: 0

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|

| | | | |
|----------------|--|--|--|
| Aux Func (1-3) | | | |
|----------------|--|--|--|

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| LP 1-25 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 26-50 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 51-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

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MOVING TRAFFIC FORWARD

Prairie City & High School / Intel - 10.32.6.1 EOS - Econolite Type - EOS

Time Base Day Plan/Schedule**Day Plan (MM) 5-3****Day Plan #1 - "1"**

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1 | 1 | 00:00 |
| 2 | 2 | 07:55 |
| 3 | 1 | 08:35 |

Day Plan #2

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1 | 1 | 00:00 |

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | | | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | | X | X | X | X | X | |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

Schedule Number - 2

Day Plan No.: 2

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

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MOVING TRAFFIC FORWARD

Prairie City & High School / Intel - 10.32.6.1 EOS - Econolite Type - EOS

Time Base Exceptions**Exception Day Program (MM) 5-5**

| Excep Day | Float/Fixed | Mon/Mon | DOW/DOM | WOM/Year | Day Plan |
|--------------|-------------|---------|---------|----------|-------------|
|--------------|-------------|---------|---------|----------|-------------|

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Prairie City - 10.32.23.1 EOS - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|------------------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | E-T | E-L | N-LR | S-L | W-T | W-L | S-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 2 | 7 | 2 | 7 | 2 | 7 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 1.6 | 0.0 | 1.6 | 0.0 | 1.9 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 10 | 32 | 10 | 26 | 10 | 32 | 10 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 2.0 | 6.0 | 2.0 | 6.6 | 2.0 | 5.4 | 2.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 18 | 0 | 18 | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 2.0 | 4.5 | 2.0 | 5.1 | 2.0 | 3.8 | 2.0 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 25 | 69 | 35 | 40 | 25 | 69 | 25 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 12 | 24 | 12 | 18 | 12 | 24 | 12 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ped Clear | 0 | 28 | 0 | 29 | 0 | 30 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alternate | | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Carry Over | | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extension | | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clearance | | | | | | | | | | | | | | | | |
| 2-1-5 | | | | | | | | | | | | | | | | |
| Yellow | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 5.0 | 3.5 | 4.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Max Extension | | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | X | | X | | X | | X | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DbI Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Prairie City - 10.32.23.1 EOS - Econolite Type - EOS

Time Base Clock/Calendar**Clock/Calendar Data (MM) 5-1**

Manual Event Plan: 0
SYNC Reference Time: 00:00
SYNC Reference: Reference Time
Standard Time From GMT: 0
Day Light Savings: No
Time Reset Input Set Time: 3:30:00

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MOVING TRAFFIC FORWARD

Iron Point & Prairie City - 10.32.23.1 EOS - Econolite Type - EOS

Time Base Event Plan Event Plan (MM) 5-2

Event Plan - 1 - "1" - Event Type: "Free"

| | | | |
|----------------------|----|--------------------|------|
| Timing Plan: | 1 | Veh Detector Plan: | 0 |
| Sequence: | 1 | Veh Det Diag Plan: | 0 |
| SCP Strategy Plan: | 0 | Ped Det Diag Plan: | 0 |
| SCP Detector Plan: | 0 | Det Log: | None |
| Override Sys: | No | Red Rest: | No |
| Backup Prevent Plan: | 0 | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

| | | | | | | | | | | | | | | | | |
|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| LP 1-25 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 26-50 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 51-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Event Plan - 2 - "2" - Event Type: "Coord"

| | | | | | | | | | |
|---------------|-----|---------------|-----|-----------------|-----|------------|---------|-------------|---------|
| Cycle Length: | 160 | Offset Value: | 92s | Actuated Coord: | Yes | Splits In: | Seconds | Offsets In: | Seconds |
|---------------|-----|---------------|-----|-----------------|-----|------------|---------|-------------|---------|

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|-----|-----|-----|------|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Description | N-L | E-T | E-L | N-LR | S-L | W-T | W-L | S-T | N | N | N | N | N | N | N | N |
| Split | 30 | 55 | 35 | 40 | 30 | 60 | 35 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Fixed Force Off | | | | | | | | | | | | | | | | |
| Adaptive Split | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

Dwell/Add Time: 0
 Timing Plan: 0
 Sequence: 11
 Actuated Walk Rest: No
 Phase Reservice: No
 Max Select: MAXINH
 Max Transition: 4
 Ring Group Offset Disp: 0

| Ring | 1 | 2 | 3 | 4 |
|----------------|------|------|----|----|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Split Sum | 160s | 165s | 0s | 0s |

Veh Perm 1: 0
 Veh Perm 2: 0
 Veh Perm 1 Disp: 0
 Veh Perm 2: 0

SCP Strategy Plan: 0
 SCP Detector Plan: 0
 Override Sys: No
 Backup Prevent Plan: 0
 Veh Detector Plan: 0
 Veh Det Diag Plan: 0
 Ped Det Diag Plan: 0
 Det Log: None

| Outputs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|---|---|---|---|---|---|---|---|
| Coord Patt Spec Func Outputs | | | | | | | | |
| Spec Func (1-8) | | | | | | | | |
| Aux Func (1-3) | | | | | | | | |

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| LP 1-25 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 26-50 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 51-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Event Plan - 3 - Event Type: "Coord"

Cycle Length: 160 Offset Value: 0s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|-----|-----|-----|------|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Description | N-L | E-T | E-L | N-LR | S-L | W-T | W-L | S-T | N | N | N | N | N | N | N | N |
| Split | 35 | 50 | 35 | 40 | 35 | 50 | 25 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Fixed Force Off | | | | | | | | | | | | | | | | |
| Adaptive Split | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | X | X | X | X | X | X | X | X | X |

Dwell/Add Time: 0
 Timing Plan: 1
 Sequence: 1
 Actuated Walk Rest: No
 Phase Reservice: No
 Max Select: MAXINH
 Max Transition: 4
 Ring Group Offset Disp: 0

| Ring | 1 | 2 | 3 | 4 |
|----------------|------|------|----|----|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Split Sum | 160s | 150s | 0s | 0s |

Veh Perm 1: 0 Veh Perm 2 Disp: 0
 Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
 SCP Detector Plan: 0 Veh Det Diag Plan: 0
 Override Sys: No Ped Det Diag Plan: 0
 Backup Prevent Plan: 0 Det Log: None

| Outputs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|---|---|---|---|---|---|---|---|
| Coord Patt Spec Func Outputs | | | | | | | | |
| Spec Func (1-8) | | | | | | | | |
| Aux Func (1-3) | | | | | | | | |

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| LP 1-25 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 26-50 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

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MOVING TRAFFIC FORWARD

Iron Point & Prairie City - 10.32.23.1 EOS - Econolite Type - EOS

Time Base Day Plan/Schedule**Day Plan (MM) 5-3****Day Plan #1 - "1"**

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1 | 1 | 00:00 |
| 2 | 2 | 07:55 |
| 3 | 1 | 08:35 |
| 4 | 3 | 15:38 |
| 5 | 1 | 16:05 |

Day Plan #2 - "2"

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1 | 1 | 00:00 |
| 2 | 2 | 07:55 |
| 3 | 1 | 08:30 |
| 4 | 3 | 13:50 |
| 5 | 1 | 14:20 |

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | | X | X | X | X | | |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

Schedule Number - 2

Day Plan No.: 2

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | | | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | | | | | | X | |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

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MOVING TRAFFIC FORWARD

Iron Point & Prairie City - 10.32.23.1 EOS - Econolite Type - EOS

Time Base Exceptions**Exception Day Program (MM) 5-5**

| Excep Day | Float/Fixed | Mon/Mon | DOW/DOM | WOM/Year | Day Plan |
|-----------|-------------|---------|---------|----------|----------|
| 1 | FIXED | 1 | 1 | 0 | 2 |
| 2 | FIXED | 7 | 4 | 0 | 2 |
| 3 | FLOAT | 11 | 5 | 4 | 2 |
| 4 | FIXED | 12 | 25 | 0 | 2 |
| 5 | FLOAT | 9 | 2 | 1 | 2 |

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MOVING TRAFFIC FORWARD

Iron Point Rd & Grover - 10.32.59.1 EOS - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 3 | 7 | 0 | 6 | 3 | 7 | 0 | 6 | 0 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 33 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 1.0 | 4.5 | 5.0 | 1.5 | 1.0 | 4.5 | 5.0 | 1.5 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 30 | 69 | 0 | 40 | 30 | 69 | 0 | 40 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 45 | 0 | 30 | 40 | 45 | 0 | 25 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 0 | 27 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |

| | | | | | | | | | | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ped Clear | 0 | 16 | 0 | 35 | 0 | 15 | 0 | 0 | 30 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| Alternate | | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Carry Over | | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extension | | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 Clearance | | | | | | | | | | | | | | | | |
| Yellow | 3.5 | 4.3 | 3.5 | 3.5 | 3.5 | 4.3 | 3.5 | 3.5 | 3.5 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 5.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Max Extension | | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | | | | | | | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Plan 2 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| | Alternate | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian Carry Over | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---------------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 | Clearance | | | | | | | | | | | | | | | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 2 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Folsom, California*MOVING TRAFFIC FORWARD*

Iron Point Rd & Grover - 10.32.59.1 EOS - Econolite Type - EOS

Time Base Clock/Calendar**Clock/Calendar Data (MM) 5-1**

Manual Event Plan: 0
SYNC Reference Time: 00:00
SYNC Reference: Reference Time
Standard Time From GMT: 0
Day Light Savings: No
Time Reset Input Set Time: 3:30:00

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point Rd & Grover - 10.32.59.1 EOS - Econolite Type - EOS

Time Base Event Plan Event Plan (MM) 5-2

Event Plan - 2 - "2" - Event Type: "Auto"

| | | | |
|----------------------|----|--------------------|------|
| Timing Plan: | 0 | Veh Detector Plan: | 0 |
| Sequence: | 0 | Veh Det Diag Plan: | 0 |
| SCP Strategy Plan: | 0 | Ped Det Diag Plan: | 0 |
| SCP Detector Plan: | 0 | Det Log: | None |
| Override Sys: | No | Red Rest: | No |
| Backup Prevent Plan: | 0 | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | X | X | X | X | X | X | X | X | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

| | | | | | | | | | | | | | | | | |
|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| LP 1-25 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 26-50 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 51-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point Rd & Grover - 10.32.59.1 EOS - Econolite Type - EOS

Time Base Day Plan/Schedule**Day Plan (MM) 5-3****Day Plan #1 - "1"**

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1 | 2 | 07:55 |
| 2 | 1 | 08:30 |
| 3 | 2 | 15:25 |
| 4 | 1 | 16:00 |

Day Plan #2 - "2"

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1 | 2 | 07:55 |
| 2 | 1 | 08:30 |
| 3 | 2 | 13:50 |
| 4 | 1 | 14:15 |

Day Plan #3 - "3"

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1 | 1 | 00:01 |

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | | | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | | X | X | X | X | | |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

Schedule Number - 2

Day Plan No.: 2

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | | | | | | X | |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

Schedule Number - 3

Day Plan No.: 3

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | X | | | | | | X |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

Schedule Number - 4

Day Plan No.: 1

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point Rd & Grover - 10.32.59.1 EOS - Econolite Type - EOS

Time Base Exceptions**Exception Day Program (MM) 5-5**

| Excep Day | Float/Fixed | Mon/Mon | DOW/DOM | WOM/Year | Day Plan |
|--------------|-------------|---------|---------|----------|-------------|
|--------------|-------------|---------|---------|----------|-------------|

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Oak - 10.32.39.1 EOS - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 5 | 7 | 7 | 0 | 5 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 37 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 2.0 | 5.3 | 2.0 | 0.0 | 2.0 | 5.4 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 25 | 40 | 25 | 0 | 25 | 40 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 12 | 24 | 12 | 0 | 12 | 24 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ped Clear | 0 | 0 | 0 | 31 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alternate | | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Carry Over | | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extension | | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 Clearance | | | | | | | | | | | | | | | | |
| Yellow | 3.5 | 4.3 | 3.5 | 3.5 | 3.5 | 4.3 | 0.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Max Extension | | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | X | | | | X | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Plan 2 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| | Alternate | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian Carry Over | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---------------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 | Clearance | | | | | | | | | | | | | | | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 2 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Leading | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Trailing | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|--------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| | Double Serve | | | | | | | | | | | | | | | |
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Plan 3 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|---------------|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| | Alternate | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian Carry Over | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 | Clearance | | | | | | | | | | | | | | | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 3 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Plan 4 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Variable Initial | | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | | | | | | | | | | | |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| | Alternate | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian Carry Over | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 | Clearance | | | | | | | | | | | | | | | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 4 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Vehicle Recall | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Oak - 10.32.39.1 EOS - Econolite Type - EOS

Time Base Clock/Calendar**Clock/Calendar Data (MM) 5-1**

Manual Event Plan: 0
SYNC Reference Time: 00:00
SYNC Reference: Reference Time
Standard Time From GMT: 0
Day Light Savings: No
Time Reset Input Set Time: 3:30:00

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Oak - 10.32.39.1 EOS - Econolite Type - EOS

Time Base Event Plan Event Plan (MM) 5-2

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Oak - 10.32.39.1 EOS - Econolite Type - EOS

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Schedule (MM) 5-4

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Oak - 10.32.39.1 EOS - Econolite Type - EOS

Time Base Exceptions**Exception Day Program (MM) 5-5**

| Excep Day | Float/Fixed | Mon/Mon | DOW/DOM | WOM/Year | Day Plan |
|--------------|-------------|---------|---------|----------|-------------|
|--------------|-------------|---------|---------|----------|-------------|

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Rowberry - 10.32.61.1 EOS - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 5 | 7 | 0 | 5 | 5 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 31 | 0 | 0 | 0 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 1.0 | 4.5 | 0.0 | 2.0 | 1.0 | 4.5 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 25 | 40 | 0 | 40 | 25 | 40 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 12 | 18 | 0 | 18 | 12 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ped Clear | 0 | 20 | 0 | 0 | 0 | 16 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alternate | | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Carry Over | | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extension | | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 Clearance | | | | | | | | | | | | | | | | |
| Yellow | 3.5 | 4.3 | 0.0 | 3.5 | 3.5 | 4.3 | 0.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clear | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Max Extension | | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | X | | | | X | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Plan 2 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| | Alternate | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian Carry Over | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---------------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 | Clearance | | | | | | | | | | | | | | | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 2 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Plan 3 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|---------------|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| | Alternate | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian Carry Over | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 | Clearance | | | | | | | | | | | | | | | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 3 - ""Continued**Phase Recall (MM) 2-1-6**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Plan 4 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Variable Initial | | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | | | | | | | | | | | |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| | Alternate | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian Carry Over | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 | Clearance | | | | | | | | | | | | | | | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 4 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Vehicle Recall | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Rowberry - 10.32.61.1 EOS - Econolite Type - EOS

Time Base Clock/Calendar**Clock/Calendar Data (MM) 5-1**

Manual Event Plan: 0
SYNC Reference Time: 00:00
SYNC Reference: Reference Time
Standard Time From GMT: 0
Day Light Savings: No
Time Reset Input Set Time: 3:30:00

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Rowberry - 10.32.61.1 EOS - Econolite Type - EOS

Time Base Event Plan Event Plan (MM) 5-2

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Rowberry - 10.32.61.1 EOS - Econolite Type - EOS

Time Base Day Plan/Schedule Day Plan (MM) 5-3

Schedule (MM) 5-4

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Rowberry - 10.32.61.1 EOS - Econolite Type - EOS

Time Base Exceptions**Exception Day Program (MM) 5-5**

| Excep Day | Float/Fixed | Mon/Mon | DOW/DOM | WOM/Year | Day Plan |
|--------------|-------------|---------|---------|----------|-------------|
|--------------|-------------|---------|---------|----------|-------------|

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Broadstone - 10.32.47.1 EOS - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 5 | 5 | 0 | 7 | 5 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 37 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 2.0 | 5.4 | 0.0 | 2.0 | 2.0 | 5.4 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 25 | 69 | 0 | 25 | 25 | 69 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 12 | 24 | 0 | 12 | 12 | 24 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ped Clear | 0 | 17 | 0 | 30 | 0 | 21 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alternate | | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Carry Over | | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extension | | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 Clearance | | | | | | | | | | | | | | | | |
| Yellow | 3.5 | 4.5 | 0.0 | 3.5 | 3.5 | 4.5 | 0.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clear | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Max Extension | | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | X | | | | X | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Plan 2 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| | Alternate | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian Carry Over | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---------------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 | Clearance | | | | | | | | | | | | | | | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 2 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Leading | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Trailing | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|--------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| | Double Serve | | | | | | | | | | | | | | | |
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Plan 3 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|---------------|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| | Alternate | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian Carry Over | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 | Clearance | | | | | | | | | | | | | | | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 3 - ""Continued**Phase Recall (MM) 2-1-6**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Plan 4 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Variable Initial | | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | | | | | | | | | | | |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| | Alternate | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian Carry Over | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 | Clearance | | | | | | | | | | | | | | | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | Max Extension | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 4 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Vehicle Recall | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Broadstone - 10.32.47.1 EOS - Econolite Type - EOS

Time Base Clock/Calendar**Clock/Calendar Data (MM) 5-1**

Manual Event Plan: 0
SYNC Reference Time: 00:00
SYNC Reference: Reference Time
Standard Time From GMT: 0
Day Light Savings: No
Time Reset Input Set Time: 3:30:00

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Broadstone - 10.32.47.1 EOS - Econolite Type - EOS

Time Base Event Plan Event Plan (MM) 5-2

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Broadstone - 10.32.47.1 EOS - Econolite Type - EOS

Time Base Day Plan/Schedule Day Plan (MM) 5-3

Schedule (MM) 5-4

Folsom, California



MOVING TRAFFIC FORWARD

Iron Point & Broadstone - 10.32.47.1 EOS - Econolite Type - EOS

Time Base Exceptions**Exception Day Program (MM) 5-5**

| Excep Day | Float/Fixed | Mon/Mon | DOW/DOM | WOM/Year | Day Plan |
|--------------|-------------|---------|---------|----------|-------------|
|--------------|-------------|---------|---------|----------|-------------|

Folsom, California



MOVING TRAFFIC FORWARD

East Bidwell & Iron Point - 10.32.33.1 EOS - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| 2-1-1 | Minimum Green | | | | | | | | | | | | | | | |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 2 | 7 | 2 | 5 | 2 | 7 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Variable Initial | | | | | | | | | | | | | | | |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 1.6 | 0.0 | 1.6 | 0.0 | 1.7 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 13 | 26 | 17 | 16 | 13 | 26 | 17 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-2 | Vehicle Passage | | | | | | | | | | | | | | | |
| Vehicle Ext | 2.0 | 5.6 | 2.0 | 5.6 | 2.0 | 5.1 | 2.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Volume Occupancy | | | | | | | | | | | | | | | |
| Time B4 | 0 | 18 | 0 | 10 | 0 | 18 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 2.0 | 4.1 | 2.0 | 4.0 | 2.0 | 3.6 | 2.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-3 | Max Green Data | | | | | | | | | | | | | | | |
| Max1 | 25 | 69 | 40 | 40 | 45 | 69 | 40 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 12 | 24 | 18 | 18 | 12 | 24 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dynamic Max | | | | | | | | | | | | | | | |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2-1-4 | Pedestrian | | | | | | | | | | | | | | | |
| Delay Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ped Clear | 0 | 30 | 0 | 29 | 0 | 34 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alternate | | | | | | | | | | | | | | | | |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Carry Over | | | | | | | | | | | | | | | | |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extension | | | | | | | | | | | | | | | | |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2-1-5 Clearance | | | | | | | | | | | | | | | | |
| Yellow | 3.5 | 4.3 | 3.5 | 4.3 | 3.5 | 4.3 | 3.5 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Extension | | | | | | | | | | | | | | | | |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | X | | | | X | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |

Overlap (MM) 2-1-7

| Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading | | | | | | | | | | | | | | | | |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing | | | | | | | | | | | | | | | | |
| Lag Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Outputs (MM) 2-1-8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DbI Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Folsom, California



MOVING TRAFFIC FORWARD

East Bidwell & Iron Point - 10.32.33.1 EOS - Econolite Type - EOS

Time Base Event Plan Event Plan (MM) 5-2

Event Plan - 2 - "2" - Event Type: "Coord"

Cycle Length: 120 Offset Value: 35s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split | 24 | 47 | 22 | 27 | 28 | 43 | 29 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Fixed Force Off | | | | | | | | | | | | | | | | |
| Adaptive Split | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

Dwell/Add Time: 0
 Timing Plan: 0
 Sequence: 1
 Actuated Walk Rest: No
 Phase Reserve: No
 Max Select: MAXINH
 Max Transition: 4
 Ring Group Offset Disp: 0

| Ring | 1 | 2 | 3 | 4 |
|----------------|------|------|----|----|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Split Sum | 120s | 120s | 0s | 0s |

Veh Perm 1: 0 Veh Perm 2: 0
 Veh Perm 1: 2 Veh Perm 2: 0
 Veh Perm 1: 0 Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
 SCP Detector Plan: 0 Veh Det Diag Plan: 0

| Outputs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|---|---|---|---|---|---|---|---|
| Coord Patt Spec Func Outputs | | | | | | | | |
| Spec Func (1-8) | | | | | | | | |
| Aux Func (1-3) | | | | | | | | |

Override No Ped Det 0
 Sys: Diag Plan:
 Backup
 Prevent 0 Det Log: None
 Plan:

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| LP 1-25 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 26-50 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 51-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Event Plan - 3 - "3" - Event Type: "Coord"

Cycle Length: 155 Offset Value: 25s Actuated Coord: Yes Splits In: Seconds In: Offsets In: Seconds

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split | 36 | 66 | 25 | 28 | 50 | 52 | 32 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Fixed Force Off | | | | | | | | | | | | | | | | |
| Adaptive Split | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

Dwell/Add Time: 0
 Timing Plan: 0
 Sequence: 1
 Actuated Walk Rest: No
 Phase Reservice: No
 Max Select: MAXINH
 Max Transition: 4
 Ring Group Offset Disp: 0

| Ring | 1 | 2 | 3 | 4 |
|----------------|------|------|----|----|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Split Sum | 155s | 155s | 0s | 0s |

Veh Perm 1: 0 Veh Perm 2 Disp: 0
 Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
 SCP Detector Plan: 0 Veh Det Diag Plan: 0
 Override Sys: No Ped Det Diag Plan: 0
 Backup Prevent Plan: 0 Det Log: None

| Outputs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----------------|---|---|---|---|---|---|---|---|
| Coord Patt Spec | | | | | | | | |
| Func Outputs | | | | | | | | |
| Spec Func (1-8) | | | | | | | | |
| Aux Func (1-3) | | | | | | | | |

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| LP 1-25 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 26-50 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 51-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Folsom, California



MOVING TRAFFIC FORWARD

East Bidwell & Iron Point - 10.32.33.1 EOS - Econolite Type - EOS

Time Base Day Plan/Schedule**Day Plan (MM) 5-3****Day Plan #1 - "1"**

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1 | 1 | 00:00 |
| 2 | 2 | 11:00 |
| 3 | 2 | 11:30 |
| 4 | 2 | 16:30 |
| 5 | 2 | 18:00 |
| 6 | 1 | 18:30 |

Day Plan #2 - "2"

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1 | 1 | 00:00 |
| 2 | 3 | 11:00 |
| 3 | 1 | 17:30 |

Day Plan #3 - "3"

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1 | 1 | 00:00 |
| 2 | 2 | 07:00 |
| 3 | 4 | 11:30 |
| 4 | 3 | 16:30 |
| 5 | 1 | 18:00 |

Day Plan #4 - "4"

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1 | 1 | 00:00 |

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | | X | X | X | X | X | |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

Schedule Number - 2

Day Plan No.: 2

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | X | | | | | | X |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

Schedule Number - 3

Day Plan No.: 3

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
|-----------|-----|-----|-----|-----|-----|-----|-----|

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|----|----|----|----|----|----|----|----|----|----|----|
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |

Schedule Number - 4

Day Plan No.: 4

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

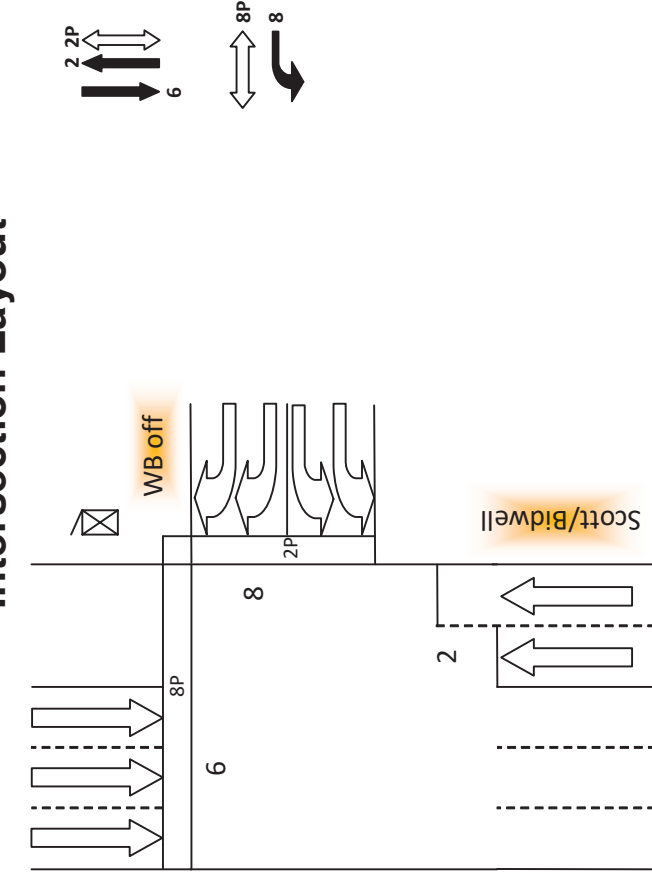
Location: Sac 50 @ East Bidwell & WB Ramps
 System: TSCP 2.21 Build 2
 Master At:

Designed By:
 Installed By:
 Service Info:

District:
 I/C:

Timing Change: Date Start: Date End: Designed: Installed:

Intersection Layout



| | FLASH |
|--------------------------------|-------|
| 1) P 2) NB Thru (East Bidwell) | [] |
| 3) H 3) | [] |
| 4) A 4) | [] |
| 5) S 5) | [] |
| 6) E 6) SB Thru (Scott Rd) | [] |
| 7) 7) | [] |
| 8) 8) WB Off Ramp Left/Right | [] |
| O A) | [] |
| V B) | [] |
| E C) | [] |
| R D) | [] |
| L E) | [] |
| A F) | [] |
| P | [] |

Comments and Notes:

2000-12-27 @ 12:45 OTO State: P.A. Diaz & Tom Kelly Main: Gary Batchelder
 2003-12-19 Intalled Phase 8Ped
 2013-02-22 Changed crosswalk to 3.5ft/sec: DH
 2018-02-16 Changed 170 to 2070 V2.21B2: DH, JK

RAM Checksum

| | |
|--------------|---------------|
| Page 2: 322A | Page 8: 85AF |
| Page 3: E08E | Page 9: 0A3F |
| Page 4: 0BF4 | Page 10: 3698 |
| Page 5: 191A | Page 11: C3CB |
| Page 6: 191A | Page 12: D68F |
| Page 7: 8B90 | Page 13: 86F7 |

P H A S E T I M I N G

| Phase (2-2) | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| --- Walk 1 --- | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| Flash Don't Walk | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 23 |
| Minimum Green | 0 | 12 | 0 | 0 | 0 | 12 | 0 | 8 |
| Det Limit | 0 | 20 | 0 | 0 | 0 | 20 | 0 | 20 |
| Max Initial | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 10 |
| Max Green 1 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 30 |
| Max Green 2 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 45 |
| Max Green 3 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 55 |
| Extension | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Maximum Gap | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 4.0 | 0.0 | 3.5 |
| Minimum Gap | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 2.0 |
| Add Per Vehicle | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Reduce Gap By | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Reduce Every | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| Yellow | 3.0 | 4.8 | 3.0 | 3.0 | 3.0 | 4.8 | 3.0 | 4.1 |
| All-Red | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Ped/Bike (2-3) | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
| --- Walk 2 --- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay/Early Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Solid Don't Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bike Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bike All-Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

OVERLAP TIMING

| Overlap (2-4) | A | B | C | D | E | F |
|-----------------|-----|-----|-----|-----|-----|-----|
| Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Red Revert

| Red Revert (2-5) |
|-------------------------|
| Time |
| 5.0 |
| All-Red Sec/Min (2-6) |
| 5.0 |
| All-Red Sec/Min: |
| OFF |

Max 2 Extension

| Max/Gap Out (2-7) |
|---------------------|
| Max Cnt |
| 2 |
| Gap Cnt |
| 2 |

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

| Plan | Green Factor | [Offsets] Green Factors or Press [F] to Select Force-Off | | | | | | | | | | | | | |
|--------|--------------|--|-------|---------|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| | | Cycle | Multi | Lag Gap | A | B | C | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
| Plan 1 | Green Factor | | | | | | | | | | | | | | |
| Plan 2 | Green Factor | | | | | | | | | | | | | | |
| Plan 3 | Green Factor | | | | | | | | | | | | | | |
| Plan 4 | Green Factor | | | | | | | | | | | | | | |
| Plan 5 | Green Factor | | | | | | | | | | | | | | |
| Plan 6 | Green Factor | | | | | | | | | | | | | | |
| Plan 7 | Green Factor | | | | | | | | | | | | | | |
| Plan 8 | Green Factor | | | | | | | | | | | | | | |
| Plan 9 | Green Factor | | | | | | | | | | | | | | |

Local Plan 1...9 (7-1) PHASE FLAGS

| Plan | Lag | Sync | Hold | Omit | Veh Min | Veh Max | Ped | Bike |
|--------|-------|-------|-------|-------|---------|---------|-------|-------|
| Plan 1 | | | | | | | | |
| Plan 2 | | | | | | | | |
| Plan 3 | | | | | | | | |
| Plan 4 | | | | | | | | |
| Plan 5 | | | | | | | | |
| Plan 6 | | | | | | | | |
| Plan 7 | | | | | | | | |
| Plan 8 | | | | | | | | |
| Plan 9 | | | | | | | | |

| Master Timer Sync (7-A) | |
|---------------------------|-------|
| Enable in Plans | |
| 1-9 | ..... |
| 11-19 | ..... |
| 21-29 | ..... |

| Master Sub Master | |
|-------------------|--------|
| Input | Output |
| | |
| | |

FREE PLAN PHASE FLAGS

| (7-E) Free | |
|-----------------|----------|
| Lag | Omit |
| . 2 . 4 . 6 . 8 | ..... |
| Veh Min | Veh Max |
| | |
| Ped | Bike |
| | |
| Cond | Cond Grn |
| ..... | 10 |

MANUAL COMMANDS

| Manual Plan (4-1) | |
|-------------------|--------|
| Plan | Offset |
| | A |

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

| Special Function Override (4-2) | | |
|---------------------------------|---------|-----------|
| # | Control | # Control |
| 1 | NORMAL | 3 NORMAL |
| 2 | NORMAL | 4 NORMAL |
| Detector Reset (4-3) | | OFF |
| Local Manual (4-4) | | OFF |

Local Plan 11 ...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

| | Cycle | Multi | Lag Gap | A | B | C | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
|---------|--------------|-------|---------|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| Plan 11 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 12 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 13 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 14 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 15 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 16 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 17 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 18 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 19 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |

Local Plan 11 ...19 (7-2) PHASE FLAGS

| | Lag | Sync | Hold | Omit | Veh Min | Veh Max | Ped | Bike |
|---------|-------|-------|-------|-------|---------|---------|-------|-------|
| Plan 11 | | | | | | | | |
| Plan 12 | | | | | | | | |
| Plan 13 | | | | | | | | |
| Plan 14 | | | | | | | | |
| Plan 15 | | | | | | | | |
| Plan 16 | | | | | | | | |
| Plan 17 | | | | | | | | |
| Plan 18 | | | | | | | | |
| Plan 19 | | | | | | | | |

Local Plan 21...29 (7-3) TIMING DATA COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

| | Cycle | Multi | Lag Gap | A | B | C | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
|---------|--------------|-------|---------|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| Plan 21 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 22 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 23 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 24 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 25 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 26 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 27 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 28 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 29 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |

Local Plan 21...29 (7-3) PHASE FLAGS

| | Lag | Sync | Hold | Omit | Veh Min | Veh Max | Ped | Bike |
|---------|-------|-------|-------|-------|---------|---------|-------|-------|
| Plan 21 | | | | | | | | |
| Plan 22 | | | | | | | | |
| Plan 23 | | | | | | | | |
| Plan 24 | | | | | | | | |
| Plan 25 | | | | | | | | |
| Plan 26 | | | | | | | | |
| Plan 27 | | | | | | | | |
| Plan 28 | | | | | | | | |
| Plan 29 | | | | | | | | |

DETECTORS

| Detector Attributes (5-1) | | | | Slot |
|---------------------------|-------------------|---------|------|------|
| Det | Type | Phases | Lock | |
| 1 | COUNT+CALL+EXTEND | 1..... | NO | |
| 2 | COUNT+CALL+EXTEND | 1..... | NO | |
| 3 | COUNT+CALL+EXTEND | .2..... | NO | |
| 4 | COUNT+CALL+EXTEND | .2..... | NO | |
| 5 | COUNT+CALL+EXTEND | .2..... | NO | |
| 6 | CALL+EXTEND | .2..... | NO | |
| 7 | LIMITED | .2..... | NO | |
| 8 | LIMITED | .2..... | NO | |
| 9 | COUNT+CALL+EXTEND | .3..... | NO | |
| 10 | COUNT+CALL+EXTEND | .3..... | NO | |
| 11 | COUNT+CALL+EXTEND | .4..... | NO | |
| 12 | COUNT+CALL+EXTEND | .4..... | NO | |
| 13 | COUNT+CALL+EXTEND | .4..... | NO | |
| 14 | CALL+EXTEND | .4..... | NO | |
| 15 | LIMITED | .4..... | NO | |
| 16 | COUNT+CALL+EXTEND | .4..... | NO | |
| 17 | COUNT+CALL+EXTEND | 1..... | NO | |
| 18 | COUNT+CALL+EXTEND | .3..... | NO | |
| 19 | COUNT+CALL+EXTEND | .2..... | NO | |
| 20 | COUNT+CALL+EXTEND | .4..... | NO | |
| 21 | COUNT+CALL+EXTEND | .5..... | NO | |
| 22 | COUNT+CALL+EXTEND | .5..... | NO | |
| 23 | COUNT+CALL+EXTEND | .6..... | NO | |
| 24 | COUNT+CALL+EXTEND | .6..... | NO | |
| 25 | COUNT+CALL+EXTEND | .6..... | NO | |
| 26 | CALL+EXTEND | .6..... | NO | |
| 27 | LIMITED | .6..... | NO | |
| 28 | COUNT+CALL+EXTEND | .6..... | NO | |
| 29 | COUNT+CALL+EXTEND | .7..... | NO | |
| 30 | COUNT+CALL+EXTEND | .7..... | NO | |
| 31 | COUNT+CALL+EXTEND | .8..... | NO | |
| 32 | COUNT+CALL+EXTEND | .8..... | NO | |
| 33 | COUNT+CALL+EXTEND | .8..... | NO | |
| 34 | CALL+EXTEND | .8..... | NO | |
| 35 | CALL+EXTEND | .8..... | NO | |
| 36 | CALL+EXTEND | .8..... | NO | |
| 37 | COUNT+CALL+EXTEND | .5..... | NO | |
| 38 | COUNT+CALL+EXTEND | .7..... | NO | |
| 39 | COUNT+CALL+EXTEND | .6..... | NO | |
| 40 | COUNT+CALL+EXTEND | .8..... | NO | |
| 41 | PEDESTRIAN | .2..... | NO | |
| 42 | PEDESTRIAN | .4..... | NO | |
| 43 | PEDESTRIAN | .6..... | NO | |
| 44 | PEDESTRIAN | .8..... | NO | |

| Detector Configuration (5-2) | | | | |
|------------------------------|-------|--------|--------|------|
| Det | Delay | Extend | Recall | Port |
| 1 | | | 10 | 3.2 |
| 2 | | | 10 | 7.2 |
| 3 | | 1.4 | 10 | 1.1 |
| 4 | | 1.4 | 10 | 1.5 |
| 5 | | 0.5 | 10 | 4.5 |
| 6 | | | 10 | 6.2 |
| 7 | 2 | | 10 | 2.1 |
| 8 | 2 | | 10 | 7.4 |
| 9 | | | 10 | 3.4 |
| 10 | | | 10 | 7.6 |
| 11 | | | 10 | 1.3 |
| 12 | | | 10 | 1.7 |
| 13 | | | 10 | 4.7 |
| 14 | | | 10 | 6.4 |
| 15 | | | 10 | 2.3 |
| 16 | | | 10 | 7.8 |
| 17 | | | 10 | 3.6 |
| 18 | | | 10 | 3.8 |
| 19 | | | 10 | 4.1 |
| 20 | | | 10 | 4.2 |
| 21 | | | 10 | 3.1 |
| 22 | | | 10 | 7.1 |
| 23 | | 1.4 | 10 | 1.2 |
| 24 | | 1.4 | 10 | 1.6 |
| 25 | | 1.4 | 10 | 4.6 |
| 26 | | 0.5 | 10 | 6.3 |
| 27 | | | 10 | 2.2 |
| 28 | | | 10 | 7.3 |
| 29 | | | 10 | 3.3 |
| 30 | | | 10 | 7.5 |
| 31 | 2 | | 10 | 1.4 |
| 32 | 2 | 1.0 | 10 | 1.8 |
| 33 | 2 | | 10 | 4.8 |
| 34 | 2 | | 10 | 6.5 |
| 35 | 6 | 1.0 | 10 | 2.4 |
| 36 | 6 | 1.0 | 10 | 7.7 |
| 37 | | | 10 | 3.5 |
| 38 | | | 10 | 3.7 |
| 39 | | | 10 | 4.3 |
| 40 | | | 10 | 4.4 |
| 41 | | | 10 | 5.1 |
| 42 | | | 10 | 5.3 |
| 43 | | | 10 | 5.2 |
| 44 | | | 10 | 5.4 |

| Failure Times(5-3) | | Minutes |
|--------------------|--|---------|
| Maximum On Time | | |
| Fail Reset Time | | |

| Failure Override (5-4) | |
|------------------------|-------|
| Detectors 1-8 | ..... |
| Detectors 9-16 | ..... |
| Detectors 17-24 | ..... |
| Detectors 25-32 | ..... |
| Detectors 33-40 | ..... |
| Detectors 41-44 | ..... |

| System Detector Assignment (5-5) | | | | | | | | |
|----------------------------------|---|----|----|----|----|----|----|----|
| Sys Det | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Det Nu | | | | | | | | |
| Sys Det | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Det Nu | | | | | | | | |

| CIC Operation (5-6-1) | |
|-----------------------|-------|
| Enable in Plans | ..... |

| CIC Values (5-6-2) | | | |
|--------------------|--------|-----------|--------|
| Smoothing | Volume | Occupancy | Demand |
| | 0.66 | 0.66 | 0.66 |
| Multiplier | | 4.0 | 0.33 |
| Exponent | | 0.50 | 1.00 |

| Detector-to-Phase Assignment (5-6-3) | | | | | | | | |
|--------------------------------------|---|----|----|----|----|----|----|----|
| Sys Det | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phase | | | | | | | | |
| Sys Det | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Phase | | | | | | | | |

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

| | | | | | | | | | | | | | | |
|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | |
| I- | 3.2 | 1.1 | 4.5 | 2.1 | 3.4 | 1.3 | 4.7 | 2.3 | 3.6 | 4.1 | 6.6 | 5.1 | 5.2 | 6.7 |
| | 7.2 | 1.5 | 6.2 | 7.4 | 7.6 | 1.7 | 6.4 | 7.8 | 3.8 | 4.2 | 2.7 | 5.3 | 5.4 | 6.8 |
| J- | 3.1 | 1.2 | 4.6 | 2.2 | 3.3 | 1.4 | 4.8 | 2.4 | 3.5 | 4.3 | 2.8 | 5.5 | 5.6 | 2.5 |
| | 7.1 | 1.6 | 6.3 | 7.3 | 7.5 | 1.8 | 6.5 | 7.7 | 3.7 | 4.4 | 6.1 | 5.7 | 5.8 | 2.6 |

HOLIDAY TABLES

| Floating Holiday Table (8-2-8) | | | | |
|--------------------------------|------|------|-------|-------|
| # | Mnth | Week | DOW | Table |
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
| 6 | | | | |
| 7 | | | | |
| 8 | | | | |
| 9 | | | | |
| 10 | | | | |
| 11 | | | | |
| 12 | | | | |
| 13 | | | | |
| 14 | | | | |
| 15 | | | | |
| 16 | | | | |

| Fixed Holiday Table (8-2-9) | | | | |
|-----------------------------|------|-----|-------|-------|
| # | Mnth | Day | DOW | Table |
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
| 6 | | | | |
| 7 | | | | |
| 8 | | | | |
| 9 | | | | |
| 10 | | | | |
| 11 | | | | |
| 12 | | | | |
| 13 | | | | |
| 14 | | | | |
| 15 | | | | |
| 16 | | | | |

| Solar Clock Data (8-4) | |
|------------------------|-----|
| North Latitude | 34 |
| West Longitude | 118 |
| Local Time Zone | 8 |

| Sabbatical Clock (8-5) | |
|------------------------|------------|
| Hebrew | Ped Recall |
| Sabbath | ..... |
| Holiday | ..... |

| Daylight Saving (8-6) | |
|-----------------------|-----|
| Enabled | YES |

TOD FUNCTIONS

| TOD Functions (8-3) | | | | | |
|---------------------|-------|------|---------|--------|--------|
| # | Start | End | DOW | Action | Phases |
| 1 | 0600 | 0730 | MTWTFSS | 27 |8 |
| 2 | 0730 | 0930 | MTWTFSS | 18 |8 |
| 3 | 0930 | 2000 | MTWTFSS | 27 |8 |
| 4 |  |  | ..... |  | ..... |
| 5 |  |  | ..... |  | ..... |
| 6 |  |  | ..... |  | ..... |
| 7 |  |  | ..... |  | ..... |
| 8 |  |  | ..... |  | ..... |
| 9 |  |  | ..... |  | ..... |
| 10 |  |  | ..... |  | ..... |
| 11 |  |  | ..... |  | ..... |
| 12 |  |  | ..... |  | ..... |
| 13 |  |  | ..... |  | ..... |
| 14 |  |  | ..... |  | ..... |
| 15 |  |  | ..... |  | ..... |
| 16 |  |  | ..... |  | ..... |

Action Codes:

- 0. None
- 1. Permitted
- 2. Restricted
- 4. Veh Min Recall
- 5. Veh Max Recall
- 6. Ped Recall
- 7. Bike Recall
- 8. Red Lock
- 9. Yellow Lock
- 10. Force/Max Lock
- 11. Double Entry
- 12. Y-Coord C
- 13. Y-Coord D
- 14. Free
- 15. Flashing
- 16. Walk 2
- 17. Max Green 2

Action Codes:

- 18. Max Green 3
- 19. Rest in Walk
- 20. Rest in Red
- 21. Free Lag Phases
- 22. Special Functions
- 23. Truck Preempt
- 24. Conditional Service
- 25. Conditional Service
- 26. Leading Ped
- 27. Traffic Actuated Max 2
- 41. Protected Permissive
- 42. Protected Permissive

Action Code = Phases added to normal setting
 100+Action Code = Phases removed
 200+Action Code = Phases replaced

COMMUNICATIONS

| C2 (6-1-1) | |
|--------------|--------|
| Address | |
| Protocol | AB3418 |
| Access Level | 0 |
| Baud | 1200 |
| Parity | NONE |
| Data Bits | 8 |
| Stop Bits | 1 |
| RTS On Time | 20 |
| RTS Off Time | 20 |
| Handshaking | NORMAL |

| C20 (6-1-2) | |
|--------------|--------|
| Address | |
| Protocol | AB3418 |
| Access Level | 0 |
| Baud | 1200 |
| Parity | NONE |
| Data Bits | 8 |
| Stop Bits | 1 |
| RTS On Time | 20 |
| RTS Off Time | 20 |
| Handshaking | NORMAL |

| C21 (6-1-3) | |
|--------------|--------|
| Address | |
| Protocol | AB3418 |
| Access Level | 0 |
| Baud | 1200 |
| Parity | NONE |
| Data Bits | 8 |
| Stop Bits | 1 |
| RTS On Time | 20 |
| RTS Off Time | 20 |
| Handshaking | NORMAL |

Access Levels:

- 0-Full Access
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan
- 4-Reserved
- 5-Full Access with No Set Pattern
- 6-Full Access with No Set Time
- 7-Full Access with No Set Pattern, Manual Plan
- 8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

| Soft Logic (6-2) | | | | | |
|--------------------|------|----|------|----|------|
| # | Data | OP | Data | OP | Data |
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

| Callback Numbers (6-3...3) | |
|----------------------------|----|
| Line Out | |
| Local Toll | |
| Long Distance | |
| Delay | 10 |
| Area Code | |
| Phone Number | |

| | |
|---------------|----|
| Line Out | |
| Local Toll | |
| Long Distance | |
| Delay | 10 |
| Area Code | |
| Phone Number | |

| | |
|---------------|----|
| Line Out | |
| Local Toll | |
| Long Distance | |
| Delay | 10 |
| Area Code | |
| Phone Number | |

NETWORK

| Network (6-4) | |
|----------------|--------|
| Address | |
| Protocol | AB3418 |
| Port | 27000 |
| Type | STATIC |
| Central Access | 0 |
| Field Access | 0 |

| | | | | | | | |
|------------|-----|---|-----|---|-----|---|-----|
| IP Address | 0 | . | 0 | . | 0 | . | 0 |
| Netmask | 255 | . | 255 | . | 255 | . | 0 |
| Broadcast | 0 | . | 0 | . | 0 | . | 254 |
| Gateway | 0 | . | 0 | . | 0 | . | 1 |

RAILROAD PREEMPTION

| (3-1-1) | Timing | Phase Flags (3-1-2) | | | Pedestrian Flags (3-1-3) | | | Overlap Flags (3-1-4) | | |
|---------|--------|----------------------|-----------------|-----------|--------------------------|-----------------|-----------|-----------------------|-----------|-------------|
| | | Grn Hold | Yel Flash | Red Flash | Walk | Flash DW | Solid DW | Grn Hold | Yel Flash | Red Flash |
| RR 1 | 10 | .2 . . . 5 | | | | . 2 . 4 . 6 . 8 | | | | |
| Clear 1 | | | | | | | | | | |
| Clear 2 | | | | | | | | | | |
| Clear 3 | | | | | | | | | | |
| Hold | | | 1 2 3 4 5 6 7 8 | | | | | | | A B C D E F |

Exit Parameters (3-1-5)

| | | | |
|-------------|---------------|-----------------|-----------------|
| Phase Green | Overlap Green | Vehicle Call | Ped Call |
| | | 1 2 3 4 5 6 7 8 | . 2 . 4 . 6 . 8 |

Configuration (3-1-6)

| | | | |
|--------------|----------------|----------|----------|
| Primary Port | Secondary Port | Latching | Power-Up |
| 2.5 | 0.0 | YES | FLASHING |

| (3-2-1) | Timing | Phase Flags (3-2-2) | | | Pedestrian Flags (3-2-3) | | | Overlap Flags (3-2-4) | | |
|---------|--------|---------------------------|-----------|-----------|--------------------------|-----------------|-----------|-----------------------|-----------|-----------|
| | | Grn Hold | Yel Flash | Red Flash | Walk | Flash DW | Solid DW | Grn Hold | Yel Flash | Red Flash |
| RR 2 | 10 | . . . 4 . . . 7 | | | | . 2 . 4 . 6 . 8 | | | | |
| Clear 1 | | | | | | | | | | |
| Clear 2 | | | | | | | | | | |
| Clear 3 | | | | | | | | | | |
| Hold | | 1 2 3 . . 6 | | | . 2 . . . 6 | | | | | |

Exit Parameters (3-2-5)

| | | | |
|-------------|---------------|---------------------------|-----------|
| Phase Green | Overlap Green | Vehicle Call | Ped Call |
| | | . . . 4 . . . 7 | |

Configuration (3-2-6)

| | | | |
|--------------|----------------|----------|----------|
| Primary Port | Secondary Port | Latching | Power-up |
| 2.6 | 0.0 | YES | DARK |

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

| | | |
|----------------|-------------|-----------------------|
| Preempt Timers | Phase Green | Overlap Green |
| | Delay | Max |
| 30 | 30 | . 2 . . . 5 |
| Port | Latching | Phase Termination |
| 5.5 | NO | ADVANCE |

EVB (3-B)

| | | |
|----------------|-------------|---------------------------|
| Preempt Timers | Phase Green | Overlap Green |
| | Delay | Max |
| 30 | 30 | . . . 4 . . . 7 |
| Port | Latching | Phase Termination |
| 5.6 | NO | ADVANCE |

EVC (3-C)

| | | |
|----------------|-------------|-----------------------|
| Preempt Timers | Phase Green | Overlap Green |
| | Delay | Max |
| 30 | 30 | 1 6 |
| Port | Latching | Phase Termination |
| 5.7 | NO | ADVANCE |

EVD (3-D)

| | | |
|----------------|-------------|-------------------------------|
| Preempt Timers | Phase Green | Overlap Green |
| | Delay | Max |
| 30 | 30 | . . . 3 8 |
| Port | Latching | Phase Termination |
| 5.8 | NO | ADVANCE |

INPUTS

| 7 Wire I/C (2-1-5-1) | | | | |
|------------------------|-------|------|-------|------|
| | Input | Port | Input | Port |
| Enable | NO | 3.8 | Free | 3.6 |
| Max ON | | 3.5 | D2 | 2.8 |
| Max OFF | | 3.7 | D3 | 6.1 |

| Cabinet Status (2-1-5-3) | |
|----------------------------|------|
| Input | Port |
| Flash Bus | |
| Door Ajar | |
| Flash Sense | 6.7 |
| Stop Time | 6.8 |

| Special Function (2-1-5-4) | |
|----------------------------|------|
| Input | Port |
| 1 | |
| 2 | |
| 3 | |
| 4 | |

| Manual Control (2-1-5-2) | |
|----------------------------|------|
| Input | Port |
| Manual Advance | |
| Advance Enable | |

| Battery Backup (2-1-5-5) | |
|----------------------------|-----------|
| Port | Operation |
| 2.7 | FLASHING |

| Y-Coordination (2-1-5-6) | |
|----------------------------|--------|
| Port C | Port D |
| 6.1 | 2.8 |

OUTPUTS

| Loadswitch Assignments (2-1-6) | | | | | | + | |
|----------------------------------|----|----|----|----|----|----|----|
| A | 1 | 2 | 22 | 3 | 4 | 24 | 9 |
| B | 5 | 6 | 26 | 7 | 8 | 28 | 10 |
| X | 13 | 14 | 0 | 11 | 12 | 0 | 0 |

Loadswitch Codes:

- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7

- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6
Channel 9 and 10

TRANSIT PRIORITY

| Local Plans (3-E) 1...9 11...19 | | Early Green | Green Extend | Inhibit Cycles | Phase 1 Minimum | Phase 2 Minimum | Phase 3 Minimum | Phase 4 Minimum | Phase 5 Minimum | Phase 6 Minimum | Phase 7 Minimum | Phase 8 Minimum |
|---------------------------------|--------------|-------------|--------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Plan 1 | Green Factor | | | | | | | | | | | |
| Plan 2 | Green Factor | | | | | | | | | | | |
| Plan 3 | Green Factor | | | | | | | | | | | |
| Plan 4 | Green Factor | | | | | | | | | | | |
| Plan 5 | Green Factor | | | | | | | | | | | |
| Plan 6 | Green Factor | | | | | | | | | | | |
| Plan 7 | Green Factor | | | | | | | | | | | |
| Plan 8 | Green Factor | | | | | | | | | | | |
| Plan 9 | Green Factor | | | | | | | | | | | |
| Plan 11 | Green Factor | | | | | | | | | | | |
| Plan 12 | Green Factor | | | | | | | | | | | |
| Plan 13 | Green Factor | | | | | | | | | | | |
| Plan 14 | Green Factor | | | | | | | | | | | |
| Plan 15 | Green Factor | | | | | | | | | | | |
| Plan 16 | Green Factor | | | | | | | | | | | |
| Plan 17 | Green Factor | | | | | | | | | | | |
| Plan 18 | Green Factor | | | | | | | | | | | |
| Plan 19 | Green Factor | | | | | | | | | | | |

| Transit Priority Configuration (3-E-A) | | Indicator Output | |
|--|------------|------------------|----|
| Enable in Plans | Input Type | Stop | Go |
| Plan 1-9 | 0.0 OPT | 0 | 0 |
| Plan 11-19 | 0.0 OPT | 0 | 0 |

| Queue Jump (3-E-B) | |
|--------------------|------------|
| Grn Hold | Hold Phase |
| | |
| | |

| Free Plans (3-E-E) | |
|--------------------|------------|
| Max Grn Hold | Hold Phase |
| | |

| Access Utilities (9-5) | |
|------------------------|---------|
| Password | Timeout |
| *** | 30 |

YELLOW YIELD COORDINATION

| Force-Offs | | | | | | | | | | | | | | | | |
|-----------------------|----------|--------|--------|------|-----|-----|-----|-----|-----|-----|-----|-----|----------|----------|------------|------------|
| Y-Coord Plans (7-C,D) | Long Grn | No Grn | Offset | Perm | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- | Coord | Lag | Min Recall | Restricted |
| Plan C | | | | | | | | | | | | | .2...6.. | .2.4.6.8 | ..... | ..... |
| Plan D | | | | | | | | | | | | | .2...6.. | .2.4.6.8 | ..... | ..... |

TRUCK PRIORITY

| Truck Priority (3-F) | Passage | CarryOver | Clearance | Next Priority | Phase Green | Det 2 Port | Det 3 Port | Det 4 Port | Sign Output | Slave Input | Slave Output |
|----------------------|---------|-----------|-----------|---------------|-------------|------------|------------|------------|-------------|-------------|--------------|
| | | | | | | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 |

Location: Sac 50 @ Scott Road & EB Ramps

Designed By:

System:

District:

Installed By:

Master At:

I/C:

Service Info:

Timing Change:

Date Start:

Date End:

Designed:

Installed:

Intersection Layout

FLASH

- 1) P 2) NB Scott/Bidwell []
- H 3) []
- A 4) EB Off Ramp []
- S 5) []
- E 6) SB Scott/Bidwell []
- 7) []
- 8) []

- O A) []
- V B) []
- E C) []
- R D) []
- L E) []
- A F) []
- P []

Comments and Notes:

2000-12-27 OTO @ 11:10 State: P.A. Diaz & Tom Kelly Maintenance: Gary Batchelder
 2013-02-22 Changed crosswalk to 3.5ft/sec: dh
 2017-08-30 Changed 170 to 2070 w/2.21 DH
 2017-08-30 Changed yellow times DH

RAM Checksum

| | |
|--------------|---------------|
| Page 2: 29A0 | Page 8: 85AF |
| Page 3: 4CBD | Page 9: D2FD |
| Page 4: 0BF4 | Page 10: 6C71 |
| Page 5: 191A | Page 11: C3CB |
| Page 6: 191A | Page 12: D68F |
| Page 7: A06D | Page 13: 86F7 |

| | | |
|---------------|--------------------|-------------------|
| Cabinet | Phases (2-1-1-1) | |
| 332 | Permitted | . 2 . 4 . 6 . . . |
| Configuration | Restricted | |
| CALTRANS | | |

| | |
|---------------------------|-----------|
| Phase Recalls (2-1-1-2) | |
| Vehicle Min | |
| Vehicle Max | |
| Pedestrian | |
| Bicycle | |

| | |
|-------------------------|-----------|
| Phase Locks (2-1-1-3) | |
| Red | |
| Yellow | |
| Force/Max | |

| | |
|----------------------------|-----------|
| Phase Features (2-1-1-4) | |
| Double Entry | |
| Rest In Walk | |
| Rest In Red | |
| Walk 2 | |
| Max Green 2 | |
| Max Green 3 | |

| | |
|-----------------------|-----------------|
| Startup (2-1-1-5) | |
| First Green Phases | . 2 . . . 6 . . |
| Yellow Start Phases | |
| Vehicle Calls | . 2 . 4 . 6 . . |
| Pedestrian Calls | . . . 4 . 6 . . |
| Yellow Start Overlaps | |
| Startup All-Red | 6.0 |

| | | |
|---------------------------|-----------|---------------|
| Call To Phase (2-1-2-1) | | Omit On Green |
| 1 | | 1 |
| 2 | | 2 |
| 3 | | 3 |
| 4 | | 4 |
| 5 | | 5 |
| 6 | | 6 |
| 7 | | 7 |
| 8 | | 8 |

| | |
|-----------------------------|-----------|
| Flashing Colors (2-1-2-2) | |
| Yellow Flash Phases | |
| Yellow Flash Overlap | |
| Flash In Red Phases | |
| Flash In Red Overlap | |

| | |
|-------------------------------|-----------|
| Special Operation (2-1-2-3) | |
| Single Exit Phase | |
| Driveway Signal Phases | |
| Driveway Signal Overlaps | |
| Leading Ped Phases | |

| | |
|----------------------------------|-----------|
| Protected Permissive (2-1-2-4) | |
| Protected Permissive | |

| | |
|----------------------|-------------------|
| Pedestrian (2-1-3) | |
| P1 | |
| P2 | |
| P3 | |
| P4 | 4 |
| P5 | |
| P6 | 6 . . |
| P7 | |
| P8 | |

| | | | |
|-------------------|-----------|-----------|-----------|
| Overlap (2-1-4) | | | |
| Overlap | Parent | Omit | No Start |
| A | | | |
| B | | | |
| C | | | |
| D | | | |
| E | | | |
| F | | | |

P H A S E T I M I N G

| Phase (2-2) | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| --- Walk 1 --- | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 |
| Flash Don't Walk | 0 | 0 | 0 | 20 | 0 | 12 | 0 | 0 |
| Minimum Green | 0 | 8 | 0 | 6 | 0 | 8 | 0 | 0 |
| Det Limit | 0 | 20 | 0 | 10 | 0 | 20 | 0 | 0 |
| Max Initial | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 0 |
| Max Green 1 | 0 | 45 | 0 | 25 | 0 | 45 | 0 | 0 |
| Max Green 2 | 0 | 50 | 0 | 50 | 0 | 50 | 0 | 0 |
| Max Green 3 | 0 | 50 | 0 | 50 | 0 | 50 | 0 | 0 |
| Extension | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Maximum Gap | 0.0 | 4.0 | 0.0 | 3.5 | 0.0 | 4.0 | 0.0 | 0.0 |
| Minimum Gap | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Add Per Vehicle | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Reduce Gap By | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 |
| Reduce Every | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 4.8 | 3.0 | 4.1 | 3.0 | 4.8 | 3.0 | 3.0 |
| All-Red | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Ped/Bike (2-3) | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
| --- Walk 2 --- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay/Early Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Solid Don't Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bike Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bike All-Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

OVERLAP TIMING

| Overlap (2-4) | A | B | C | D | E | F |
|-----------------|-----|-----|-----|-----|-----|-----|
| Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Red Revert

| Red Revert (2-5) | Time |
|-------------------------|------|
| | 5.0 |
| All-Red Sec/Min (2-6) | 5.0 |
| All-Red Sec/Min: | OFF |

Max 2 Extension

| Max/Gap Out (2-7) | Max Cnt | Gap Cnt |
|---------------------|---------|---------|
| | 0 | 0 |

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

| Plan | Green Factor | [Offsets] Green Factors or Press [F] to Select Force-Off | | | | | | | | | | | | | |
|--------|--------------|--|-------|---------|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| | | Cycle | Multi | Lag Gap | A | B | C | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
| Plan 1 | Green Factor | | | | | | | | | | | | | | |
| Plan 2 | Green Factor | | | | | | | | | | | | | | |
| Plan 3 | Green Factor | | | | | | | | | | | | | | |
| Plan 4 | Green Factor | | | | | | | | | | | | | | |
| Plan 5 | Green Factor | | | | | | | | | | | | | | |
| Plan 6 | Green Factor | | | | | | | | | | | | | | |
| Plan 7 | Green Factor | | | | | | | | | | | | | | |
| Plan 8 | Green Factor | | | | | | | | | | | | | | |
| Plan 9 | Green Factor | | | | | | | | | | | | | | |

Local Plan 1...9 (7-1) PHASE FLAGS

| Plan | Lag | Sync | Hold | Omit | Veh Min | Veh Max | Ped | Bike |
|--------|-------|-------|-------|-------|---------|---------|-------|-------|
| Plan 1 | | | | | | | | |
| Plan 2 | | | | | | | | |
| Plan 3 | | | | | | | | |
| Plan 4 | | | | | | | | |
| Plan 5 | | | | | | | | |
| Plan 6 | | | | | | | | |
| Plan 7 | | | | | | | | |
| Plan 8 | | | | | | | | |
| Plan 9 | | | | | | | | |

| Master Timer Sync (7-A) | |
|---------------------------|-------|
| Enable in Plans | |
| 1-9 | ..... |
| 11-19 | ..... |
| 21-29 | ..... |

| Master Sub Master | |
|-------------------|--------|
| Input | Output |
| | |
| | |

FREE PLAN PHASE FLAGS

| (7-E) Free | |
|-----------------|----------|
| Lag | Omit |
| . 2 . 4 . 6 . 8 | ..... |
| Veh Min | Veh Max |
| | |
| Ped | Bike |
| | |
| Cond | Cond Grn |
| ..... | 10 |

MANUAL COMMANDS

| Manual Plan (4-1) | | Plan: 1-9 | |
|-------------------|--------|--|--|
| Plan | Offset | 15 or 254 = Flash 14 or 255 = Free Offset A, B, or C | |
| | A | | |

| Special Function Override (4-2) | | | |
|---------------------------------|---------|-------|---------|
| # | Control | # | Control |
| 1 | NORMAL | 3 | NORMAL |
| 2 | NORMAL | 4 | NORMAL |
| Detector Reset (4-3) | | (4-3) | |
| Local Manual (4-4) | | OFF | |

Local Plan 11 ...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

| | Cycle | Multi | Lag Gap | A | B | C | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
|---------|--------------|-------|---------|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| Plan 11 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 12 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 13 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 14 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 15 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 16 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 17 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 18 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 19 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |

Local Plan 11 ...19 (7-2) PHASE FLAGS

| | Lag | Sync | Hold | Omit | Veh Min | Veh Max | Ped | Bike |
|---------|-------|-------|-------|-------|---------|---------|-------|-------|
| Plan 11 | | | | | | | | |
| Plan 12 | | | | | | | | |
| Plan 13 | | | | | | | | |
| Plan 14 | | | | | | | | |
| Plan 15 | | | | | | | | |
| Plan 16 | | | | | | | | |
| Plan 17 | | | | | | | | |
| Plan 18 | | | | | | | | |
| Plan 19 | | | | | | | | |

Local Plan 21...29 (7-3) TIMING DATA COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

| | Cycle | Multi | Lag Gap | A | B | C | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- |
|---------|--------------|-------|---------|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| Plan 21 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 22 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 23 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 24 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 25 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 26 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 27 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 28 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Plan 29 | Green Factor |  | ..... |  |  |  |  |  |  |  |  |  |  |  |

Local Plan 21...29 (7-3) PHASE FLAGS

| | Lag | Sync | Hold | Omit | Veh Min | Veh Max | Ped | Bike |
|---------|-------|-------|-------|-------|---------|---------|-------|-------|
| Plan 21 | | | | | | | | |
| Plan 22 | | | | | | | | |
| Plan 23 | | | | | | | | |
| Plan 24 | | | | | | | | |
| Plan 25 | | | | | | | | |
| Plan 26 | | | | | | | | |
| Plan 27 | | | | | | | | |
| Plan 28 | | | | | | | | |
| Plan 29 | | | | | | | | |

DETECTORS

| Detector Attributes (5-1) | | | | Slot |
|---------------------------|-------------------|---------|------|------|
| Det | Type | Phases | Lock | |
| 1 | COUNT+CALL+EXTEND | 1..... | NO | |
| 2 | COUNT+CALL+EXTEND | 1..... | NO | |
| 3 | COUNT+CALL+EXTEND | .2..... | NO | |
| 4 | COUNT+CALL+EXTEND | .2..... | NO | |
| 5 | COUNT+CALL+EXTEND | .2..... | NO | |
| 6 | CALL+EXTEND | .2..... | NO | |
| 7 | LIMITED | .2..... | NO | |
| 8 | COUNT+CALL+EXTEND | .2..... | NO | |
| 9 | COUNT+CALL+EXTEND | .3..... | NO | |
| 10 | COUNT+CALL+EXTEND | .3..... | NO | |
| 11 | COUNT+CALL+EXTEND | .4..... | NO | |
| 12 | COUNT+CALL+EXTEND | .4..... | NO | |
| 13 | COUNT+CALL+EXTEND | .4..... | NO | |
| 14 | CALL+EXTEND | .4..... | NO | |
| 15 | LIMITED | .4..... | NO | |
| 16 | LIMITED | .4..... | NO | |
| 17 | COUNT+CALL+EXTEND | 1..... | NO | |
| 18 | COUNT+CALL+EXTEND | .3..... | NO | |
| 19 | COUNT+CALL+EXTEND | .2..... | NO | |
| 20 | COUNT+CALL+EXTEND | .4..... | NO | |
| 21 | COUNT+CALL+EXTEND | .5..... | NO | |
| 22 | COUNT+CALL+EXTEND | .5..... | NO | |
| 23 | COUNT+CALL+EXTEND | .6..... | NO | |
| 24 | COUNT+CALL+EXTEND | .6..... | NO | |
| 25 | COUNT+CALL+EXTEND | .6..... | NO | |
| 26 | CALL+EXTEND | .6..... | NO | |
| 27 | LIMITED | .6..... | NO | |
| 28 | LIMITED | .6..... | NO | |
| 29 | COUNT+CALL+EXTEND | .7..... | NO | |
| 30 | COUNT+CALL+EXTEND | .7..... | NO | |
| 31 | COUNT+CALL+EXTEND | .8..... | NO | |
| 32 | COUNT+CALL+EXTEND | .8..... | NO | |
| 33 | COUNT+CALL+EXTEND | .8..... | NO | |
| 34 | CALL+EXTEND | .8..... | NO | |
| 35 | LIMITED | .8..... | NO | |
| 36 | COUNT+CALL+EXTEND | .8..... | NO | |
| 37 | COUNT+CALL+EXTEND | .5..... | NO | |
| 38 | COUNT+CALL+EXTEND | .7..... | NO | |
| 39 | COUNT+CALL+EXTEND | .6..... | NO | |
| 40 | COUNT+CALL+EXTEND | .8..... | NO | |
| 41 | PEDESTRIAN | .2..... | NO | |
| 42 | PEDESTRIAN | .4..... | NO | |
| 43 | PEDESTRIAN | .6..... | NO | |
| 44 | PEDESTRIAN | .8..... | NO | |

| Detector Configuration (5-2) | | | | |
|------------------------------|-------|--------|--------|------|
| Det | Delay | Extend | Recall | Port |
| 1 | | | 10 | 3.2 |
| 2 | | | 10 | 7.2 |
| 3 | | 1.5 | 10 | 1.1 |
| 4 | | 1.5 | 10 | 1.5 |
| 5 | | 0.5 | 10 | 4.5 |
| 6 | | | 10 | 6.2 |
| 7 | | | 10 | 2.1 |
| 8 | | | 10 | 7.4 |
| 9 | | | 10 | 3.4 |
| 10 | | | 10 | 7.6 |
| 11 | 2 | 1.0 | 10 | 1.3 |
| 12 | 2 | 1.0 | 10 | 1.7 |
| 13 | 2 | | 10 | 4.7 |
| 14 | 2 | | 10 | 6.4 |
| 15 | 18 | | 10 | 2.3 |
| 16 | 18 | | 10 | 7.8 |
| 17 | | | 10 | 3.6 |
| 18 | | | 10 | 3.8 |
| 19 | | | 10 | 4.1 |
| 20 | | | 10 | 4.2 |
| 21 | | | 10 | 3.1 |
| 22 | | | 10 | 7.1 |
| 23 | | 1.5 | 10 | 1.2 |
| 24 | | 1.5 | 10 | 1.6 |
| 25 | | 0.5 | 10 | 4.6 |
| 26 | | | 10 | 6.3 |
| 27 | 2 | | 10 | 2.2 |
| 28 | 2 | | 10 | 7.3 |
| 29 | | | 10 | 3.3 |
| 30 | | | 10 | 7.5 |
| 31 | | | 10 | 1.4 |
| 32 | | | 10 | 1.8 |
| 33 | | | 10 | 4.8 |
| 34 | | | 10 | 6.5 |
| 35 | | | 10 | 2.4 |
| 36 | | | 10 | 7.7 |
| 37 | | | 10 | 3.5 |
| 38 | | | 10 | 3.7 |
| 39 | | | 10 | 4.3 |
| 40 | | | 10 | 4.4 |
| 41 | | | 10 | 5.1 |
| 42 | | | 10 | 5.3 |
| 43 | | | 10 | 5.2 |
| 44 | | | 10 | 5.4 |

| Failure Times(5-3) | | Minutes |
|--------------------|--|---------|
| Maximum On Time | | |
| Fail Reset Time | | |

| Failure Override (5-4) | | | | |
|------------------------|--|--|--|-------|
| Detectors 1-8 |  |  |  | ..... |
| Detectors 9-16 |  |  |  | ..... |
| Detectors 17-24 |  |  |  | ..... |
| Detectors 25-32 |  |  |  | ..... |
| Detectors 33-40 |  |  |  | ..... |
| Detectors 41-44 |  |  |  | ..... |

| System Detector Assignment (5-5) | | | | | | | | |
|----------------------------------|---|----|----|----|----|----|----|----|
| Sys Det | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Det Nu | | | | | | | | |
| Sys Det | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Det Nu | | | | | | | | |

| CIC Operation (5-6-1) | |
|-----------------------|-------|
| Enable in Plans | ..... |

| CIC Values (5-6-2) | | | |
|--------------------|--------|-----------|--------|
| Smoothing | Volume | Occupancy | Demand |
| | 0.66 | 0.66 | 0.66 |
| Multiplier | | | |
| | 4.0 | 0.33 | |
| Exponent | | | |
| | 0.50 | 1.00 | |

| Detector-to-Phase Assignment (5-6-3) | | | | | | | | |
|--------------------------------------|---|----|----|----|----|----|----|----|
| Sys Det | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phase | | | | | | | | |
| Sys Det | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Phase | | | | | | | | |

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

| | | | | | | | | | | | | | | |
|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | |
| I- | 3.2 | 1.1 | 4.5 | 2.1 | 3.4 | 1.3 | 4.7 | 2.3 | 3.6 | 4.1 | 6.6 | 5.1 | 5.2 | 6.7 |
| | 7.2 | 1.5 | 6.2 | 7.4 | 7.6 | 1.7 | 6.4 | 7.8 | 3.8 | 4.2 | 2.7 | 5.3 | 5.4 | 6.8 |
| J- | 3.1 | 1.2 | 4.6 | 2.2 | 3.3 | 1.4 | 4.8 | 2.4 | 3.5 | 4.3 | 2.8 | 5.5 | 5.6 | 2.5 |
| | 7.1 | 1.6 | 6.3 | 7.3 | 7.5 | 1.8 | 6.5 | 7.7 | 3.7 | 4.4 | 6.1 | 5.7 | 5.8 | 2.6 |

HOLIDAY TABLES

| Floating Holiday Table (8-2-8) | | | |
|--------------------------------|------|-------|-------|
| # | Mnth | Week | Table |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |

| Fixed Holiday Table (8-2-9) | | | |
|-----------------------------|------|-------|-------|
| # | Mnth | Day | Table |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |

| Solar Clock Data (8-4) | |
|------------------------|-----|
| North Latitude | 34 |
| West Longitude | 118 |
| Local Time Zone | 8 |

| Sabbatical Clock (8-5) | |
|------------------------|------------|
| Hebrew | Ped Recall |
| Sabbath | ..... |
| Holiday | ..... |

| Daylight Saving (8-6) | |
|-----------------------|-----|
| Enabled | YES |

TOD FUNCTIONS

| TOD Functions (8-3) | | | |
|---------------------|-------|-------|-------|
| # | Start | End | Table |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |

- Action Codes:
- 0. None
 - 1. Permitted
 - 2. Restricted
 - 4. Veh Min Recall
 - 5. Veh Max Recall
 - 6. Ped Recall
 - 7. Bike Recall
 - 8. Red Lock
 - 9. Yellow Lock
 - 10. Force/Max Lock
 - 11. Double Entry
 - 12. Y-Coord C
 - 13. Y-Coord D
 - 14. Free
 - 15. Flashing
 - 16. Walk 2
 - 17. Max Green 2
 - 18. Max Green 3
 - 19. Rest in Walk
 - 20. Rest in Red
 - 21. Free Lag Phases
 - 22. Special Functions
 - 23. Truck Preempt
 - 24. Conditional Service
 - 25. Conditional Service
 - 26. Leading Ped
 - 27. Traffic Actuated Max 2
 - 41. Protected Permissive
 - 42. Protected Permissive
- Action Code = Phases added to normal setting
 100+Action Code = Phases removed
 200+Action Code = Phases replaced

COMMUNICATIONS

| C2 (6-1-1) | | | | | | |
|--------------|--|--------|--|------|--|--------|
| Address | | 1 | | | | |
| Protocol | | AB3418 | | | | |
| Access Level | | 0 | | | | |
| Baud | | 9600 | | NONE | | |
| Parity | | | | 8 | | |
| Data Bits | | | | 1 | | |
| Stop Bits | | | | 20 | | |
| RTS On Time | | | | 20 | | |
| RTS Off Time | | | | | | NORMAL |
| Handshaking | | | | | | |

| C20 (6-1-2) | | | | | | |
|--------------|--|--------|--|------|--|--------|
| Address | | | | | | |
| Protocol | | AB3418 | | | | |
| Access Level | | 0 | | | | |
| Baud | | 1200 | | NONE | | |
| Parity | | | | 8 | | |
| Data Bits | | | | 1 | | |
| Stop Bits | | | | 20 | | |
| RTS On Time | | | | 20 | | |
| RTS Off Time | | | | | | |
| Handshaking | | | | | | NORMAL |

| C21 (6-1-3) | | | | | | |
|--------------|--|--------|--|------|--|--------|
| Address | | | | | | |
| Protocol | | AB3418 | | | | |
| Access Level | | 0 | | | | |
| Baud | | 1200 | | NONE | | |
| Parity | | | | 8 | | |
| Data Bits | | | | 1 | | |
| Stop Bits | | | | 20 | | |
| RTS On Time | | | | 20 | | |
| RTS Off Time | | | | | | |
| Handshaking | | | | | | NORMAL |

Access Levels:

- 0-Full Access
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan
- 4-Reserved
- 5-Full Access with No Set Pattern
- 6-Full Access with No Set Time
- 7-Full Access with No Set Pattern, Manual Plan
- 8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

| Soft Logic (6-2) | | | | | | |
|--------------------|------|----|------|----|------|------|
| # | Data | OP | Data | OP | Data | Data |
| 1 | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | | | | | | |
| 7 | | | | | | |
| 8 | | | | | | |
| 9 | | | | | | |
| 10 | | | | | | |
| 11 | | | | | | |
| 12 | | | | | | |
| 13 | | | | | | |
| 14 | | | | | | |
| 15 | | | | | | |
| 16 | | | | | | |

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

| Callback Numbers (6-3...3) | |
|----------------------------|----|
| Line Out | |
| Local Toll | |
| Long Distance | |
| Delay | 10 |
| Area Code | |
| Phone Number | |
| Line Out | |
| Local Toll | |
| Long Distance | |
| Delay | 10 |
| Area Code | |
| Phone Number | |
| Line Out | |
| Local Toll | |
| Long Distance | |
| Delay | 10 |
| Area Code | |
| Phone Number | |

NETWORK

| Network (6-4) | |
|----------------|--------|
| Address | |
| Protocol | AB3418 |
| Port | 27000 |
| Type | STATIC |
| Central Access | 0 |
| Field Access | 0 |

| | | | | | | | |
|------------|-----|---|-----|---|-----|---|-----|
| IP Address | 0 | . | 0 | . | 0 | . | 0 |
| Netmask | 255 | . | 255 | . | 255 | . | 0 |
| Broadcast | 0 | . | 0 | . | 0 | . | 254 |
| Gateway | 0 | . | 0 | . | 0 | . | 1 |

RAILROAD PREEMPTION

| (3-1-1) | Timing | Phase Flags (3-1-2) | | | Pedestrian Flags (3-1-3) | | | Overlap Flags (3-1-4) | | |
|---------|--------|----------------------|-----------|-----------------|--------------------------|-----------------|-----------|-----------------------|-----------|-------------|
| | | Grn Hold | Yel Flash | Red Flash | Walk | Flash DW | Solid DW | Grn Hold | Yel Flash | Red Flash |
| RR 1 | 10 | .2 . . . 5 | | | | . 2 . 4 . 6 . 8 | | | | |
| Clear 1 | | | | | | | | | | |
| Clear 2 | | | | | | | | | | |
| Clear 3 | | | | | | | | | | |
| Hold | | | | 1 2 3 4 5 6 7 8 | | | | | | A B C D E F |

Exit Parameters (3-1-5)

| | | | |
|-------------|---------------|-----------------|-----------------|
| Phase Green | Overlap Green | Vehicle Call | Ped Call |
| | | 1 2 3 4 5 6 7 8 | . 2 . 4 . 6 . 8 |

Configuration (3-1-6)

| | | | |
|--------------|----------------|----------|----------|
| Primary Port | Secondary Port | Latching | Power-Up |
| 2.5 | 0.0 | YES | FLASHING |

| (3-2-1) | Timing | Phase Flags (3-2-2) | | | Pedestrian Flags (3-2-3) | | | Overlap Flags (3-2-4) | | |
|---------|--------|-------------------------|-----------|-----------|--------------------------|-----------------|-----------|-----------------------|-----------|-----------|
| | | Grn Hold | Yel Flash | Red Flash | Walk | Flash DW | Solid DW | Grn Hold | Yel Flash | Red Flash |
| RR 2 | 10 | . . . 4 . . 7 | | | | . 2 . 4 . 6 . 8 | | | | |
| Clear 1 | | | | | | | | | | |
| Clear 2 | | | | | | | | | | |
| Clear 3 | | | | | | | | | | |
| Hold | | 1 2 3 . . 6 | | | . 2 . . . 6 | | | | | |

Exit Parameters (3-2-5)

| | | | |
|-------------|---------------|-------------------------|-----------|
| Phase Green | Overlap Green | Vehicle Call | Ped Call |
| | | . . . 4 . . 7 | |

Configuration (3-2-6)

| | | | |
|--------------|----------------|----------|----------|
| Primary Port | Secondary Port | Latching | Power-up |
| 2.6 | 0.0 | YES | DARK |

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

| | | |
|----------------|-------------|-----------------------|
| Preempt Timers | Phase Green | Overlap Green |
| | Delay | Max |
| 30 | 30 | . 2 . . . 5 |
| Port | Latching | Phase Termination |
| 5.5 | NO | ADVANCE |

EVB (3-B)

| | | |
|----------------|-------------|-------------------------|
| Preempt Timers | Phase Green | Overlap Green |
| | Delay | Max |
| 30 | 30 | . . . 4 . . 7 |
| Port | Latching | Phase Termination |
| 5.6 | NO | ADVANCE |

EVC (3-C)

| | | |
|----------------|-------------|-----------------------|
| Preempt Timers | Phase Green | Overlap Green |
| | Delay | Max |
| 30 | 30 | 1 6 |
| Port | Latching | Phase Termination |
| 5.7 | NO | ADVANCE |

EVD (3-D)

| | | |
|----------------|-------------|-------------------------------|
| Preempt Timers | Phase Green | Overlap Green |
| | Delay | Max |
| 30 | 30 | . . . 3 8 |
| Port | Latching | Phase Termination |
| 5.8 | NO | ADVANCE |

INPUTS

| 7 Wire I/C (2-1-5-1) | | | | |
|------------------------|-------|------|-------|------|
| | Input | Port | Input | Port |
| Enable | NO | 3.8 | Free | 3.6 |
| Max ON | | 3.5 | D2 | 2.8 |
| Max OFF | | 3.7 | D3 | 6.1 |

| Cabinet Status (2-1-5-3) | |
|----------------------------|------|
| Input | Port |
| Flash Bus | |
| Door Ajar | |
| Flash Sense | 6.7 |
| Stop Time | 6.8 |

| Special Function (2-1-5-4) | |
|----------------------------|------|
| Input | Port |
| 1 | |
| 2 | |
| 3 | |
| 4 | |

| Manual Control (2-1-5-2) | |
|----------------------------|------|
| Input | Port |
| Manual Advance | |
| Advance Enable | |

| Battery Backup (2-1-5-5) | |
|----------------------------|-----------|
| Port | Operation |
| 2.7 | FLASHING |

| Y-Coordination (2-1-5-6) | |
|----------------------------|--------|
| Port C | Port D |
| 6.1 | 2.8 |

OUTPUTS

| Loadswitch Assignments (2-1-6) | | | | | | + | |
|----------------------------------|----|----|----|----|----|----|----|
| A | 1 | 2 | 22 | 3 | 4 | 24 | 9 |
| B | 5 | 6 | 26 | 7 | 8 | 28 | 10 |
| X | 13 | 14 | 0 | 11 | 12 | 0 | 0 |

Loadswitch Codes:

- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7

- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6
Channel 9 and 10

TRANSIT PRIORITY

| Local Plans (3-E) 1...9 11...19 | | Early Green | Green Extend | Inhibit Cycles | Phase 1 Minimum | Phase 2 Minimum | Phase 3 Minimum | Phase 4 Minimum | Phase 5 Minimum | Phase 6 Minimum | Phase 7 Minimum | Phase 8 Minimum |
|---------------------------------|--------------|-------------|--------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Plan 1 | Green Factor | | | | | | | | | | | |
| Plan 2 | Green Factor | | | | | | | | | | | |
| Plan 3 | Green Factor | | | | | | | | | | | |
| Plan 4 | Green Factor | | | | | | | | | | | |
| Plan 5 | Green Factor | | | | | | | | | | | |
| Plan 6 | Green Factor | | | | | | | | | | | |
| Plan 7 | Green Factor | | | | | | | | | | | |
| Plan 8 | Green Factor | | | | | | | | | | | |
| Plan 9 | Green Factor | | | | | | | | | | | |
| Plan 11 | Green Factor | | | | | | | | | | | |
| Plan 12 | Green Factor | | | | | | | | | | | |
| Plan 13 | Green Factor | | | | | | | | | | | |
| Plan 14 | Green Factor | | | | | | | | | | | |
| Plan 15 | Green Factor | | | | | | | | | | | |
| Plan 16 | Green Factor | | | | | | | | | | | |
| Plan 17 | Green Factor | | | | | | | | | | | |
| Plan 18 | Green Factor | | | | | | | | | | | |
| Plan 19 | Green Factor | | | | | | | | | | | |

| Transit Priority Configuration (3-E-A) | | Indicator Output | |
|--|------------|------------------|----|
| Enable in Plans | Input Type | Stop | Go |
| Plan 1-9 | 0.0 OPT | 0 | 0 |
| Plan 11-19 | 0.0 OPT | 0 | 0 |

| Queue Jump (3-E-B) | |
|--------------------|------------|
| Grn Hold | Hold Phase |
| | |
| | |

| Free Plans (3-E-E) | |
|--------------------|------------|
| Max Grn Hold | Hold Phase |
| | |

| Access Utilities (9-5) | |
|------------------------|---------|
| Password | Timeout |
| *** | 30 |

YELLOW YIELD COORDINATION

| Force-Offs | | | | | | | | | | | | | | | | |
|-----------------------|----------|--------|--------|------|-----|-----|-----|-----|-----|-----|-----|-----|------------------|----------------|---------------------|---------------------|
| Y-Coord Plans (7-C,D) | Long Grn | No Grn | Offset | Perm | -1- | -2- | -3- | -4- | -5- | -6- | -7- | -8- | Coord | Lag | Min Recall | Restricted |
| Plan C | | | | | | | | | | | | | .2 6 . . | .2 . 4 . 6 . 8 | | |
| Plan D | | | | | | | | | | | | | .2 6 . . | .2 . 4 . 6 . 8 | | |

TRUCK PRIORITY

| Truck Priority (3-F) | Passage | CarryOver | Clearance | Next Priority | Phase Green | Det 2 Port | Det 3 Port | Det 4 Port | Sign Output | Slave Input | Slave Output |
|----------------------|---------|-----------|-----------|---------------|-------------|------------|------------|------------|-------------|-------------|--------------|
| | | | | | | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 |

Appendix B Calculation Sheets

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Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 1 2021 AM

Report File: Z:\...\2021 AM No Proj Vistro Report.pdf

12/4/2021

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|-------------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Prairie City/US 50 EB | Signalized | HCM 6th Edition | NB Thru | 0.850 | 10.3 | B |
| 2 | Prairie City/US 50 WB | Signalized | HCM 6th Edition | WB Right | 0.954 | 19.4 | B |
| 3 | Prairie City/American Aggregates Rd | Signalized | HCM 6th Edition | NB Thru | 0.986 | 66.1 | E |
| 4 | Prairie City/Iron Point | Signalized | HCM 6th Edition | WB Left | 0.952 | 88.7 | F |
| 5 | Iron Point/Grover | Signalized | HCM 6th Edition | EB U-T | 0.732 | 50.9 | D |
| 6 | Iron Pt/Oak Ave Pkwy | Signalized | HCM 6th Edition | EB Left | 0.523 | 36.2 | D |
| 7 | Iron Pt/ W Kaiser access | Two-way stop | HCM 6th Edition | NB Right | 0.055 | 11.9 | B |
| 8 | Iron Pt/Rowberry | Signalized | HCM 6th Edition | EB Left | 0.489 | 14.3 | B |
| 9 | Iron Pt/Safe Credit Union access | Two-way stop | HCM 6th Edition | WB U-T | 0.060 | 15.6 | C |
| 10 | Iron Pt/Broadstone | Signalized | HCM 6th Edition | WB Left | 0.305 | 15.6 | B |
| 11 | Iron Pt/E Bidwell | Signalized | HCM 6th Edition | EB Right | 0.781 | 45.5 | D |
| 12 | E Bidwell/WB 50 | Signalized | HCM 6th Edition | NB Thru | 0.913 | 29.5 | C |
| 13 | E Bidwell/EB 50 | Signalized | HCM 6th Edition | SB Right | 0.766 | 10.2 | B |
| 14 | Lot 6 access | Two-way stop | HCM 6th Edition | NB Left | 0.006 | 9.1 | A |
| 15 | Lot 1 access | Two-way stop | HCM 6th Edition | SB Left | 0.098 | 9.6 | A |
| 16 | Oak Ave Pkwy/WB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | A |
| 17 | Oak Ave Pkwy/EB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | 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: Prairie City/US 50 EB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 10.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.850 |

Intersection Setup

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\|r |  |  | \|\| |  |  | r\|r\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 50.00 | 100.0 | 100.0 | 100.0 | 470.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 600 | 167 | 0 | 337 | 0 | 1157 | 2 | 61 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.30 | 5.30 | 2.00 | 5.30 | 2.00 | 5.30 | 5.30 | 5.30 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 33 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 600 | 134 | 0 | 337 | 0 | 1157 | 2 | 43 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.910 | 0.910 | 1.000 | 0.910 | 1.000 | 0.910 | 0.910 | 0.910 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 165 | 37 | 0 | 93 | 0 | 318 | 1 | 12 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 659 | 147 | 0 | 370 | 0 | 1271 | 2 | 47 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 65 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Split | Split | Split | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | Yes | | | Yes | | | No | | | | |
| Maximum Recall | | No | | | No | | | No | | | | |
| Pedestrian Recall | | No | | | No | | | No | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | C | R | C | L | C | R | |
|---|-------|-------|-------|------|------|------|--|
| C, Cycle Length [s] | 35 | 35 | 35 | 35 | 35 | 35 | |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| l2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | |
| g_i, Effective Green Time [s] | 9 | 9 | 9 | 15 | 15 | 15 | |
| g / C, Green / Cycle | 0.27 | 0.27 | 0.27 | 0.44 | 0.44 | 0.44 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.19 | 0.09 | 0.11 | 0.37 | 0.37 | 0.03 | |
| s, saturation flow rate [veh/h] | 3466 | 1547 | 3466 | 1734 | 1734 | 1547 | |
| c, Capacity [veh/h] | 921 | 411 | 921 | 768 | 768 | 685 | |
| d1, Uniform Delay [s] | 11.65 | 10.43 | 10.57 | 8.59 | 8.59 | 5.60 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.39 | 0.20 | 0.11 | 0.90 | 0.90 | 0.02 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

| | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|------|--|
| X, volume / capacity | 0.72 | 0.36 | 0.40 | 0.83 | 0.83 | 0.07 | |
| d, Delay for Lane Group [s/veh] | 12.05 | 10.62 | 10.67 | 9.49 | 9.49 | 5.62 | |
| Lane Group LOS | B | B | B | A | A | A | |
| Critical Lane Group | Yes | No | No | Yes | No | No | |
| 50th-Percentile Queue Length [veh/ln] | 1.77 | 0.71 | 0.89 | 2.73 | 2.73 | 0.13 | |
| 50th-Percentile Queue Length [ft/ln] | 44.32 | 17.75 | 22.26 | 68.16 | 68.15 | 3.13 | |
| 95th-Percentile Queue Length [veh/ln] | 3.19 | 1.28 | 1.60 | 4.91 | 4.91 | 0.23 | |
| 95th-Percentile Queue Length [ft/ln] | 79.78 | 31.95 | 40.07 | 122.6 | 122.6 | 5.63 | |

Movement, Approach, & Intersection Results

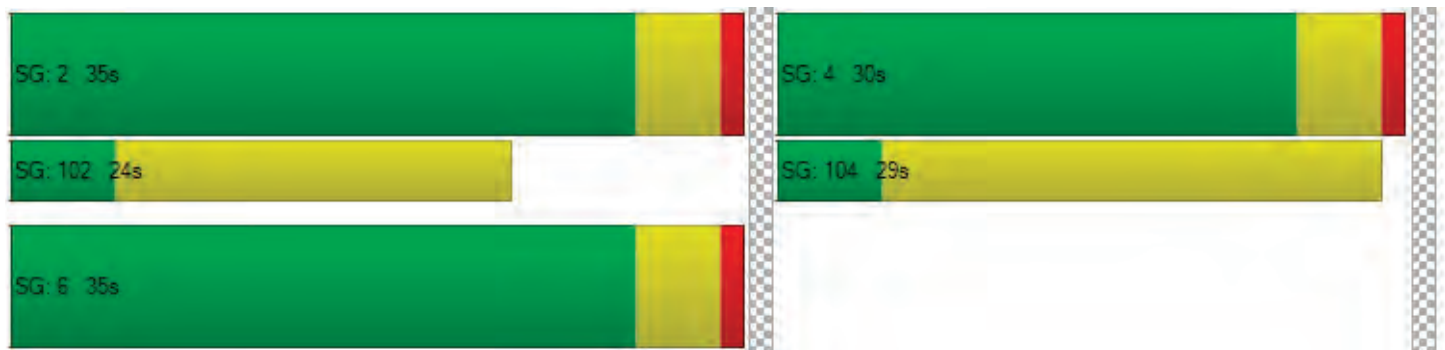
| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|------|-------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 12.05 | 10.62 | 0.00 | 10.67 | 0.00 | 9.49 | 9.49 | 5.62 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | B | | B | | A | A | A | | | |
| d_A, Approach Delay [s/veh] | | 11.79 | | | 10.67 | | 9.35 | | | 0.00 | | |
| Approach LOS | | B | | | B | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 10.33 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.850 | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | 0.0 | | 0.0 | | 0.0 | | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| d_p, Pedestrian Delay [s] | | 9.60 | | 0.00 | | 0.00 | | 0.00 | | 9.60 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.543 | | 0.000 | | 0.000 | | 0.000 | | 1.549 |
| Crosswalk LOS | | B | | F | | F | | F | | A |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | | 2000 | | 2000 | | 2000 | | 2000 | | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | | 1714 | | 1714 | | 1428 | | 0 | | 0 |
| d_b, Bicycle Delay [s] | | 0.36 | | 0.36 | | 1.43 | | 17.44 | | 17.44 |
| I_b,int, Bicycle LOS Score for Intersection | | 2.252 | | 1.865 | | 3.767 | | 4.132 | | 4.132 |
| Bicycle LOS | | B | | A | | D | | D | | D |

Sequence

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



**Intersection Level Of Service Report
Intersection 2: Prairie City/US 50 WB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 19.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.954 |

Intersection Setup

| Name | Prairie City | | Prairie City | | WB 50 off | |
|------------------------------|--------------|--------|--------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↑↑↗ | | ↑↑ | | ↖↖↖ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 400.00 | 100.00 | 100.00 | 600.00 | 600.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Prairie City | | Prairie City | | WB 50 off | |
|--|--------------|--------|--------------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1681 | 76 | 0 | 225 | 112 | 834 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 167 |
| Total Hourly Volume [veh/h] | 1681 | 76 | 0 | 225 | 112 | 667 |
| Peak Hour Factor | 0.8800 | 0.8800 | 1.0000 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 478 | 22 | 0 | 64 | 32 | 189 |
| Total Analysis Volume [veh/h] | 1910 | 86 | 0 | 256 | 127 | 758 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Unsignalized | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|--------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 6 | 0 | 0 | 6 | 6 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 50 | 0 |
| Amber [s] | 4.1 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 56 | 0 |
| Vehicle Extension [s] | 1.5 | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 20 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.1 | 0.0 | 0.0 | 3.1 | 3.1 | 0.0 |
| Minimum Recall | Yes | | | Yes | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | L | R |
|---|-------|------|-------|-------|
| C, Cycle Length [s] | 81 | 81 | 81 | 81 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 46 | 46 | 24 | 24 |
| g / C, Green / Cycle | 0.57 | 0.57 | 0.30 | 0.30 |
| (v / s)_i Volume / Saturation Flow Rate | 0.54 | 0.07 | 0.07 | 0.27 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 1767 | 2791 |
| c, Capacity [veh/h] | 2027 | 2027 | 530 | 837 |
| d1, Uniform Delay [s] | 15.98 | 7.91 | 21.34 | 27.19 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.11 | 0.01 | 0.09 | 1.59 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | |
|---------------------------------------|--------|-------|-------|--------|
| X, volume / capacity | 0.94 | 0.13 | 0.24 | 0.91 |
| d, Delay for Lane Group [s/veh] | 17.09 | 7.92 | 21.42 | 28.78 |
| Lane Group LOS | B | A | C | C |
| Critical Lane Group | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 14.17 | 0.92 | 1.76 | 6.85 |
| 50th-Percentile Queue Length [ft/ln] | 354.35 | 23.07 | 44.12 | 171.19 |
| 95th-Percentile Queue Length [veh/ln] | 20.35 | 1.66 | 3.18 | 11.14 |
| 95th-Percentile Queue Length [ft/ln] | 508.70 | 41.52 | 79.42 | 278.48 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|------|------|------|-------|-------|
| d_M, Delay for Movement [s/veh] | 17.09 | 0.00 | 0.00 | 7.92 | 21.42 | 28.78 |
| Movement LOS | B | | | A | C | C |
| d_A, Approach Delay [s/veh] | 17.09 | | 7.92 | | 27.72 | |
| Approach LOS | B | | A | | C | |
| d_I, Intersection Delay [s/veh] | 19.41 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.954 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 30.08 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 2.619 |
| Crosswalk LOS | F | F | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1262 | 1262 | 1262 |
| d_b, Bicycle Delay [s] | 5.49 | 5.49 | 5.49 |
| I_b,int, Bicycle LOS Score for Intersection | 3.135 | 1.771 | 1.560 |
| Bicycle LOS | C | A | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 3: Prairie City/American Aggregates Rd**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 66.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.986 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100 | 100. | 100. | 100. | 400. | 100. | 100. | 100. | 100.0 | 100.0 | 100.0 | 130.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | | No | | | | No | | | No | | |
| Crosswalk | No | | | | Yes | | | | Yes | | | Yes | | |

Volumes

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|--|--------------|------|------|------|--------------|------|------|------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 24 | 129 | 191 | 450 | 8 | 735 | 130 | 40 | 0 | 0 | 5 | 233 | 3 | 351 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 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 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 256 |
| Total Hourly Volume [veh/h] | 24 | 129 | 191 | 351 | 8 | 735 | 130 | 40 | 0 | 0 | 0 | 233 | 3 | 95 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.810 | 0.810 | 0.810 | 0.810 | 0.810 | 0.810 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 7 | 40 | 590 | 108 | 2 | 227 | 403 | 12 | 0 | 0 | 0 | 72 | 1 | 29 |
| Total Analysis Volume [veh/h] | 30 | 159 | 236 | 433 | 10 | 907 | 161 | 49 | 0 | 0 | 0 | 288 | 4 | 117 |
| 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 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 9 | | | | 0 | | | 3 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 3 | | | | 0 | | | 9 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 1 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 1 | | | | 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] | 164 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Per | Per | Prot | Per | Per | Split | Split | Split | Split | Split | Split |
|------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 0 | 3 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 0 |
| Maximum Green [s] | 0 | 30 | 50 | 0 | 0 | 50 | 50 | 0 | 30 | 24 | 0 | 0 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 3.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 56 | 0 | 0 | 55 | 56 | 0 | 0 | 29 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 2.0 | 5.0 | 0.0 | 3.0 | 2.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 18 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | No | | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 2.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | | | No | |
| Maximum Recall | | No | No | | | No | No | | | No | | | No | |
| Pedestrian Recall | | 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 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|-------|
| C, Cycle Length [s] | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.00 | 6.00 | 4.50 | 6.00 | 6.00 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.00 | 4.00 | 2.50 | 4.00 | 4.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 11 | 68 | 68 | 46 | 103 | 103 | 0 | 0 | 0 | 30 | 30 | 30 |
| g / C, Green / Cycle | 0.07 | 0.42 | 0.42 | 0.28 | 0.63 | 0.63 | 0.00 | 0.00 | 0.00 | 0.18 | 0.18 | 0.18 |
| (v / s)_i Volume / Saturation Flow Rate | 0.05 | 0.46 | 0.27 | 0.27 | 0.32 | 0.03 | 0.00 | 0.00 | 0.00 | 0.16 | 0.04 | 0.04 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 1589 | 3459 | 5094 | 1589 | 3459 | 1870 | 1589 | 1781 | 1576 | 1558 |
| c, Capacity [veh/h] | 236 | 2122 | 662 | 968 | 3201 | 998 | 1 | 1 | 0 | 328 | 290 | 287 |
| d1, Uniform Delay [s] | 75.34 | 47.85 | 38.36 | 57.86 | 16.58 | 11.68 | 0.00 | 0.00 | 0.00 | 65.11 | 56.77 | 56.73 |
| k, delay calibration | 0.04 | 0.50 | 0.50 | 0.04 | 0.50 | 0.50 | 0.04 | 0.04 | 0.04 | 0.15 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.41 | 57.77 | 4.98 | 2.42 | 0.57 | 0.09 | 0.00 | 0.00 | 0.00 | 9.86 | 0.13 | 0.13 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|-------|
| X, volume / capacity | 0.80 | 1.11 | 0.65 | 0.95 | 0.50 | 0.05 | 0.00 | 0.00 | 0.00 | 0.88 | 0.21 | 0.21 |
| d, Delay for Lane Group [s/veh] | 77.75 | 105.6 | 43.34 | 60.28 | 17.15 | 11.78 | 0.00 | 0.00 | 0.00 | 74.97 | 56.90 | 56.86 |
| Lane Group LOS | E | F | D | E | B | B | A | A | A | E | E | E |
| Critical Lane Group | No | Yes | No | Yes | No | No | No | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 4.04 | 40.07 | 15.01 | 19.00 | 11.22 | 0.74 | 0.00 | 0.00 | 0.00 | 12.68 | 2.18 | 2.16 |
| 50th-Percentile Queue Length [ft/ln] | 100.8 | 1001. | 375.2 | 474.9 | 280.4 | 18.38 | 0.00 | 0.00 | 0.00 | 316.9 | 54.47 | 53.90 |
| 95th-Percentile Queue Length [veh/ln] | 7.26 | 54.52 | 21.36 | 26.14 | 16.71 | 1.32 | 0.00 | 0.00 | 0.00 | 18.52 | 3.92 | 3.88 |
| 95th-Percentile Queue Length [ft/ln] | 181.5 | 1363. | 534.0 | 653.6 | 417.7 | 33.08 | 0.00 | 0.00 | 0.00 | 462.9 | 98.04 | 97.03 |

Movement, Approach, & Intersection Results

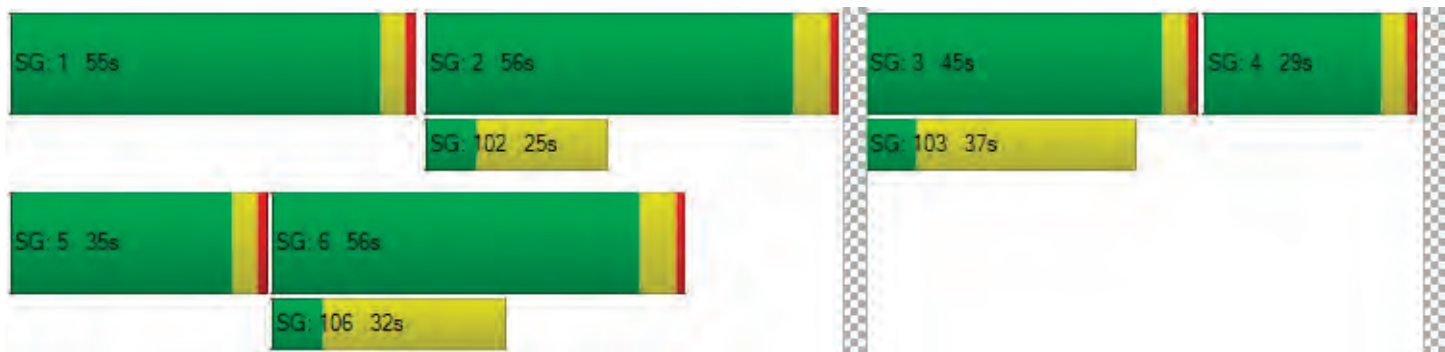
| | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|------|------|------|-------|------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 77.7 | 77.7 | 105. | 43.3 | 60.2 | 60.2 | 17.1 | 11.7 | 0.00 | 0.00 | 0.00 | 74.97 | 56.90 | 56.88 |
| Movement LOS | E | E | F | D | E | E | B | B | A | A | A | E | E | E |
| d_A, Approach Delay [s/veh] | 94.81 | | | 32.38 | | | 0.00 | | | 69.62 | | | | |
| Approach LOS | F | | | C | | | A | | | E | | | | |
| d_I, Intersection Delay [s/veh] | 66.11 | | | | | | | | | | | | | |
| Intersection LOS | E | | | | | | | | | | | | | |
| Intersection V/C | 0.986 | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 71.38 | 71.38 | 71.38 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.453 | 2.524 | 3.103 |
| Crosswalk LOS | F | C | B | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 610 | 610 | 299 | 494 |
| d_b, Bicycle Delay [s] | 39.63 | 39.63 | 59.34 | 46.51 |
| I_b,int, Bicycle LOS Score for Intersection | 3.238 | 2.480 | 1.568 | 2.657 |
| Bicycle LOS | C | B | A | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 88.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.952 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | 3 | 207 | 135 | 701 | 6 | 347 | 132 | 76 | 3 | 21 | 293 | 146 | 6 | 620 | 318 | 456 |
| Base Volume Input [veh/h] | 3 | 207 | 135 | 701 | 6 | 347 | 132 | 76 | 3 | 21 | 293 | 146 | 6 | 620 | 318 | 456 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 207 | 135 | 701 | 6 | 347 | 132 | 76 | 3 | 21 | 293 | 146 | 6 | 620 | 318 | 456 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 62 | 409 | 211 | 2 | 105 | 398 | 23 | 1 | 6 | 88 | 44 | 2 | 187 | 96 | 137 |
| Total Analysis Volume [veh/h] | 4 | 249 | 163 | 845 | 7 | 418 | 159 | 92 | 4 | 25 | 353 | 176 | 7 | 747 | 383 | 549 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 2 | | | | 7 | | | | 42 | | | | 3 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 42 | | | | 3 | | | | 2 | | | | 7 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 5 | | | | 40 | | | | 4 | | | | 14 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 14 | | | | 4 | | | | 40 | | | | 5 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 40 | 0 | 0 | 35 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 40 | 0 | 0 | 40 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 6.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 6.6 | 0.0 | 0.0 | 2.0 | 5.9 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 185 | 185 | 185 | 185 | 185 | 185 | 185 | 185 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 16 | 75 | 25 | 83 | 3 | 30 | 35 | 63 |
| g / C, Green / Cycle | 0.09 | 0.40 | 0.13 | 0.45 | 0.02 | 0.16 | 0.19 | 0.34 |
| (v / s)_i Volume / Saturation Flow Rate | 0.07 | 0.46 | 0.12 | 0.31 | 0.01 | 0.07 | 0.22 | 0.08 |
| s, saturation flow rate [veh/h] | 3459 | 3560 | 3459 | 5094 | 3459 | 5094 | 3459 | 5094 |
| c, Capacity [veh/h] | 295 | 1437 | 460 | 2285 | 55 | 833 | 663 | 1730 |
| d1, Uniform Delay [s] | 83.54 | 55.19 | 79.28 | 40.91 | 90.37 | 69.55 | 74.77 | 43.64 |
| k, delay calibration | 0.04 | 0.50 | 0.04 | 0.50 | 0.04 | 0.55 | 0.07 | 0.37 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.85 | 71.16 | 3.45 | 1.79 | 2.92 | 1.75 | 64.35 | 0.22 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|---------|--------|--------|-------|--------|--------|--------|
| X, volume / capacity | 0.86 | 1.14 | 0.92 | 0.70 | 0.53 | 0.42 | 1.14 | 0.22 |
| d, Delay for Lane Group [s/veh] | 86.39 | 126.35 | 82.73 | 42.70 | 93.29 | 71.30 | 139.12 | 43.86 |
| Lane Group LOS | F | F | F | D | F | E | F | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.14 | 47.63 | 10.32 | 20.01 | 0.72 | 5.21 | 21.79 | 4.32 |
| 50th-Percentile Queue Length [ft/ln] | 153.52 | 1190.74 | 257.93 | 500.31 | 18.00 | 130.16 | 544.86 | 108.02 |
| 95th-Percentile Queue Length [veh/ln] | 10.20 | 64.71 | 15.58 | 27.35 | 1.30 | 8.95 | 31.49 | 7.73 |
| 95th-Percentile Queue Length [ft/ln] | 255.12 | 1617.63 | 389.62 | 683.73 | 32.40 | 223.71 | 787.26 | 193.25 |

Movement, Approach, & Intersection Results

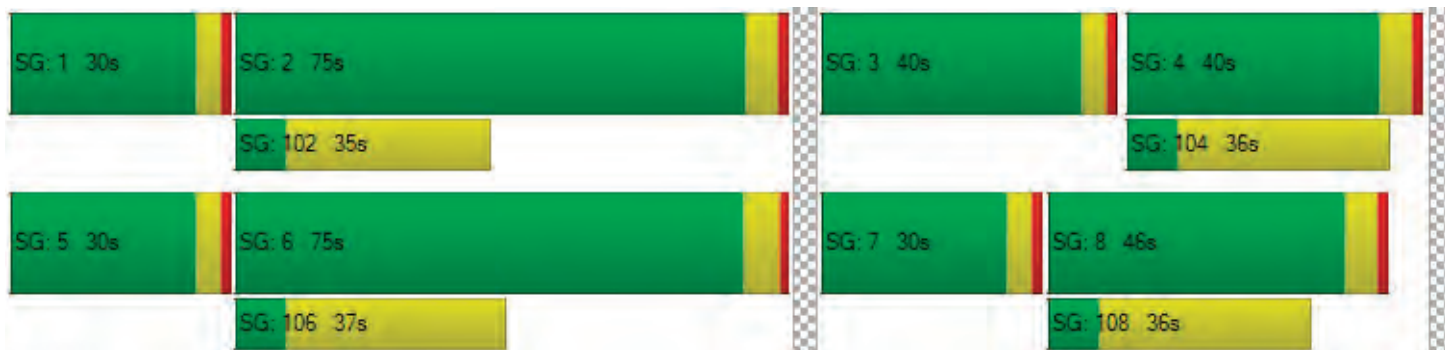
| | | | | | | | | | | | | | | | | |
|---------------------------------|--------|------|------|------|-------|------|------|------|-------|------|------|------|--------|------|------|------|
| d_M, Delay for Movement [s/veh] | 86.3 | 86.3 | 126. | 0.00 | 82.7 | 82.7 | 42.7 | 0.00 | 93.2 | 93.2 | 71.3 | 0.00 | 139. | 139. | 43.8 | 0.00 |
| Movement LOS | F | F | F | | F | F | D | | F | F | E | | F | F | D | |
| d_A, Approach Delay [s/veh] | 121.00 | | | | 51.13 | | | | 72.97 | | | | 107.03 | | | |
| Approach LOS | F | | | | D | | | | E | | | | F | | | |
| d_I, Intersection Delay [s/veh] | 88.71 | | | | | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | | | | | |
| Intersection V/C | 0.952 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 122.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 81.84 | 81.84 | 81.84 | 81.84 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.341 | 3.281 | 3.099 | 3.186 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 751 | 746 | 373 | 438 |
| d_b, Bicycle Delay [s] | 36.06 | 36.38 | 61.23 | 56.44 |
| I_b,int, Bicycle LOS Score for Intersection | 3.114 | 2.439 | 1.756 | 1.774 |
| Bicycle LOS | C | 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 5: Iron Point/Grover**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 50.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.732 |

Intersection Setup

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | | | | | | | | | | | | | | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 100. | 100. | 100. | 200. | 200. | 100. | 100. | 230. | 210. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | No | | | |

Volumes

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|--------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 160 | 59 | 23 | 0 | 144 | 85 | 175 | 128 | 78 | 859 | 166 | 32 | 169 | 933 | 132 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 53 |
| Total Hourly Volume [veh/h] | 0 | 160 | 59 | 15 | 0 | 144 | 85 | 128 | 128 | 78 | 859 | 70 | 32 | 169 | 933 | 79 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 53 | 20 | 5 | 0 | 48 | 28 | 43 | 43 | 26 | 286 | 23 | 11 | 56 | 311 | 26 |
| Total Analysis Volume [veh/h] | 0 | 213 | 79 | 20 | 0 | 192 | 113 | 171 | 171 | 104 | 114 | 93 | 43 | 225 | 124 | 105 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 510 | | | | 20 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 20 | | | | 510 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 11 | | | | 19 | | | | 3 | | | | 172 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 3 | | | | 172 | | | | 11 | | | | 19 | | | |
| 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 | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 0 | 0 | 3 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 30 | 69 | 0 | 0 | 30 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 15 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|----|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 27 |
| Pedestrian Clearance [s] | 30 |

Lane Group Calculations

| Lane Group | L | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 15 | 15 | 40 | 40 | 40 | 25 | 51 | 51 | 24 | 51 | 51 |
| g / C, Green / Cycle | 0.10 | 0.10 | 0.27 | 0.27 | 0.27 | 0.17 | 0.34 | 0.34 | 0.16 | 0.34 | 0.34 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.09 | 0.11 | 0.06 | 0.17 | 0.15 | 0.22 | 0.06 | 0.15 | 0.24 | 0.09 |
| s, saturation flow rate [veh/h] | 1781 | 1796 | 1781 | 1870 | 1019 | 1781 | 5094 | 1557 | 1781 | 5094 | 1225 |
| c, Capacity [veh/h] | 181 | 182 | 476 | 499 | 272 | 297 | 1747 | 534 | 290 | 1727 | 415 |
| d1, Uniform Delay [s] | 66.24 | 66.23 | 45.09 | 42.82 | 45.08 | 61.48 | 41.71 | 34.34 | 61.76 | 43.29 | 35.03 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.12 | 0.23 | 0.19 | 0.19 | 0.22 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.55 | 4.48 | 0.20 | 0.08 | 2.74 | 21.52 | 0.72 | 0.26 | 20.46 | 0.99 | 0.54 |
| 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 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.86 | 0.86 | 0.40 | 0.23 | 0.63 | 0.93 | 0.66 | 0.17 | 0.92 | 0.72 | 0.25 |
| d, Delay for Lane Group [s/veh] | 70.78 | 70.71 | 45.30 | 42.90 | 47.82 | 82.99 | 42.43 | 34.60 | 82.22 | 44.27 | 35.57 |
| Lane Group LOS | E | E | D | D | D | F | D | C | F | D | D |
| Critical Lane Group | Yes | No | No | No | Yes | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.10 | 6.14 | 5.96 | 3.33 | 5.49 | 12.10 | 12.14 | 2.45 | 11.72 | 13.65 | 2.83 |
| 50th-Percentile Queue Length [ft/ln] | 152.38 | 153.45 | 148.9 | 83.15 | 137.1 | 302.5 | 303.5 | 61.29 | 292.8 | 341.1 | 70.66 |
| 95th-Percentile Queue Length [veh/ln] | 10.14 | 10.20 | 9.96 | 5.99 | 9.33 | 17.80 | 17.86 | 4.41 | 17.33 | 19.70 | 5.09 |
| 95th-Percentile Queue Length [ft/ln] | 253.60 | 255.03 | 249.0 | 149.6 | 233.2 | 445.1 | 446.4 | 110.3 | 433.2 | 492.6 | 127.2 |

Movement, Approach, & Intersection Results

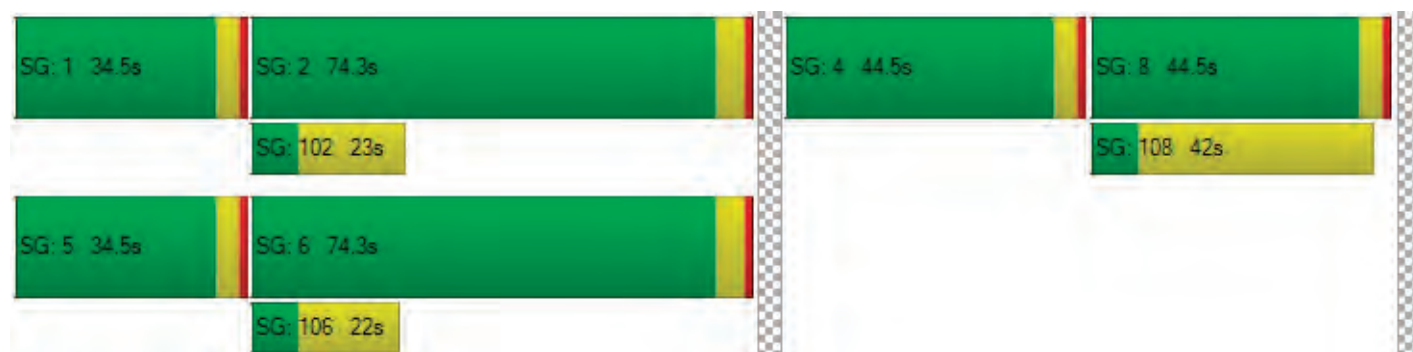
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 70.7 | 70.7 | 70.7 | 70.7 | 45.3 | 45.3 | 42.9 | 47.8 | 82.9 | 82.9 | 42.4 | 34.6 | 82.2 | 82.2 | 44.2 | 35.5 |
| Movement LOS | E | E | E | E | D | D | D | D | F | F | D | C | F | F | D | D |
| d_A, Approach Delay [s/veh] | 70.75 | | | | 45.63 | | | | 49.32 | | | | 50.00 | | | |
| Approach LOS | E | | | | D | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 50.86 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.732 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|--------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 11.0 | | | | 0.0 | | | |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 293.97 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| d_p, Pedestrian Delay [s] | 64.20 | | | | 64.20 | | | | 64.20 | | | | 0.00 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.251 | | | | 2.433 | | | | 3.286 | | | | 0.000 | | | |
| Crosswalk LOS | B | | | | B | | | | C | | | | F | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 535 | | | | 535 | | | | 923 | | | | 923 | | | |
| d_b, Bicycle Delay [s] | 40.14 | | | | 40.14 | | | | 21.71 | | | | 21.71 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.736 | | | | 2.106 | | | | 2.387 | | | | 2.454 | | | |
| Bicycle LOS | A | | | | B | | | | B | | | | B | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 6: Iron Pt/Oak Ave Pkwy**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 36.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.523 |

Intersection Setup

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|------------------------------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | T T T | | | T T T | | | T T T | | |
| Turning Movement | U-turn | Left | Right | U-turn | Left | Thru | U-turn | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 200.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 250.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | |
| Crosswalk | Yes | | | No | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|--|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 293 | 543 | 2 | 368 | 588 | 29 | 614 | 99 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 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 |
| Total Hourly Volume [veh/h] | 3 | 293 | 543 | 2 | 368 | 588 | 29 | 614 | 99 |
| Peak Hour Factor | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 |
| Other Adjustment Factor | 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 | 94 | 174 | 1 | 118 | 188 | 9 | 197 | 32 |
| Total Analysis Volume [veh/h] | 4 | 376 | 696 | 3 | 472 | 754 | 37 | 787 | 127 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 106 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fixed time |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissi | Permissi | Unsignali | Permissi | Protecte | Permissi | Protecte | Permissi | Unsignali |
|------------------------------|----------|----------|-----------|----------|----------|----------|----------|----------|-----------|
| Signal Group | 0 | 8 | 0 | 0 | 5 | 2 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | |
| Lead / Lag | - | Lead | - | - | Lead | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 10 | 5 | 10 | 0 |
| Maximum Green [s] | 0 | 25 | 0 | 0 | 25 | 40 | 25 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 3.5 | 5.3 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 46 | 30 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.3 | 2.0 | 5.4 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 27 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 2.5 | 4.3 | 0.0 |
| Minimum Recall | | No | | | No | Yes | No | Yes | |
| Maximum Recall | | No | | | No | No | No | No | |
| Pedestrian Recall | | 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 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 7 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | L | C | L | C |
|---|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 114 | 114 | 114 | 114 | 114 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 5.30 | 4.50 | 6.30 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 3.30 | 2.50 | 4.30 |
| g_i, Effective Green Time [s] | 26 | 26 | 41 | 26 | 40 |
| g / C, Green / Cycle | 0.22 | 0.22 | 0.36 | 0.22 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.11 | 0.14 | 0.21 | 0.02 | 0.22 |
| s, saturation flow rate [veh/h] | 3459 | 3459 | 3560 | 1781 | 3560 |
| c, Capacity [veh/h] | 774 | 774 | 1271 | 398 | 1240 |
| d1, Uniform Delay [s] | 38.59 | 39.82 | 29.90 | 35.08 | 31.08 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.22 | 3.63 | 2.04 | 0.46 | 2.49 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | |
|---------------------------------------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.49 | 0.61 | 0.59 | 0.09 | 0.63 |
| d, Delay for Lane Group [s/veh] | 40.82 | 43.45 | 31.94 | 35.54 | 33.57 |
| Lane Group LOS | D | D | C | D | C |
| Critical Lane Group | Yes | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 4.87 | 6.36 | 8.72 | 0.87 | 9.40 |
| 50th-Percentile Queue Length [ft/ln] | 121.77 | 159.09 | 217.99 | 21.78 | 234.92 |
| 95th-Percentile Queue Length [veh/ln] | 8.49 | 10.50 | 13.56 | 1.57 | 14.42 |
| 95th-Percentile Queue Length [ft/ln] | 212.26 | 262.52 | 339.05 | 39.20 | 360.61 |

Movement, Approach, & Intersection Results

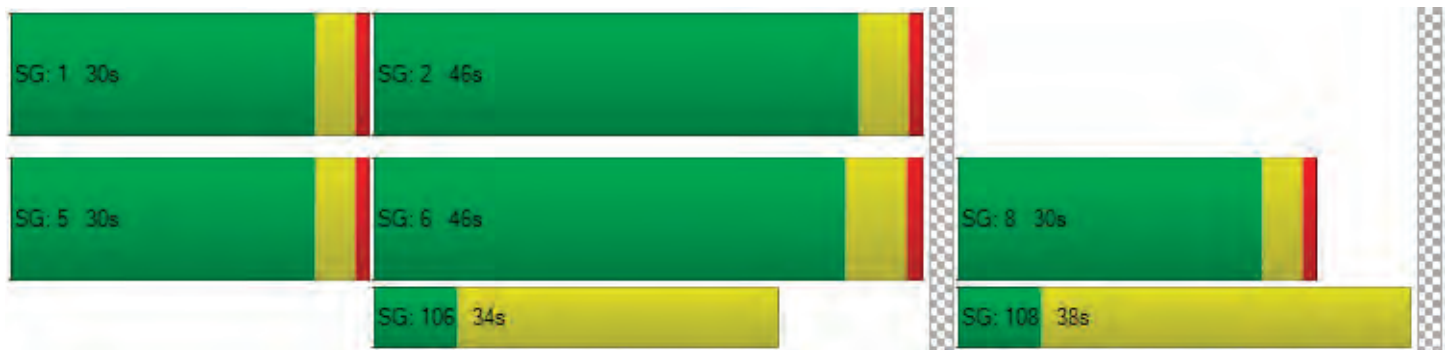
| | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 40.82 | 40.82 | 0.00 | 43.45 | 43.45 | 31.94 | 35.54 | 33.57 | 0.00 |
| Movement LOS | D | D | | D | D | C | D | C | |
| d_A, Approach Delay [s/veh] | 40.82 | | 36.39 | | | 33.66 | | | |
| Approach LOS | D | | D | | | C | | | |
| d_I, Intersection Delay [s/veh] | 36.15 | | | | | | | | |
| Intersection LOS | D | | | | | | | | |
| Intersection V/C | 0.523 | | | | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 46.53 | 0.00 | 46.53 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.603 | 0.000 | 2.877 |
| Crosswalk LOS | B | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 447 | 714 | 696 |
| d_b, Bicycle Delay [s] | 34.35 | 23.57 | 24.21 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.184 | 2.239 |
| Bicycle LOS | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 7: Iron Pt/ W Kaiser access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.055 |

Intersection Setup

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|------------------------------|-----------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|---|-----------------|--------|---------|--------|---------|--------|
| Base Volume Input [veh/h] | 0 | 26 | 805 | 149 | 0 | 716 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 26 | 805 | 149 | 0 | 716 |
| Peak Hour Factor | 1.0000 | 0.8800 | 0.8800 | 0.8800 | 1.0000 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 7 | 229 | 42 | 0 | 203 |
| Total Analysis Volume [veh/h] | 0 | 30 | 915 | 169 | 0 | 814 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.05 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 11.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 4.31 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.92 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.19 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 8: Iron Pt/Rowberry**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 14.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.489 |

Intersection Setup

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T | | | | T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 220. | 100. | 100. | 100. | 30.0 | 100. | 100. | 100. | 100. | 325. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | No | | | | Yes | | | |

Volumes

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|--|----------|------|------|------|----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 70 | 0 | 102 | 0 | 18 | 8 | 79 | 12 | 44 | 646 | 129 | 14 | 261 | 555 | 18 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 70 | 0 | 34 | 0 | 18 | 8 | 21 | 12 | 44 | 646 | 123 | 14 | 261 | 555 | 18 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 19 | 0 | 9 | 0 | 5 | 2 | 6 | 3 | 12 | 174 | 33 | 4 | 70 | 149 | 5 |
| Total Analysis Volume [veh/h] | 0 | 75 | 0 | 37 | 0 | 19 | 9 | 23 | 13 | 47 | 695 | 132 | 15 | 281 | 597 | 19 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 150 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 40 | 0 | 0 | 25 | 40 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 45 | 0 | 0 | 30 | 45 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|
| C, Cycle Length [s] | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 4 | 4 | 4 | 2 | 2 | 3 | 16 | 16 | 6 | 19 | 19 |
| g / C, Green / Cycle | 0.08 | 0.08 | 0.08 | 0.05 | 0.05 | 0.06 | 0.34 | 0.34 | 0.13 | 0.41 | 0.41 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02 | 0.02 | 0.02 | 0.01 | 0.02 | 0.03 | 0.20 | 0.08 | 0.09 | 0.17 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 1781 | 1589 | 1781 | 1659 | 1781 | 3560 | 1589 | 3459 | 3560 | 1589 |
| c, Capacity [veh/h] | 146 | 146 | 131 | 93 | 87 | 104 | 1218 | 544 | 440 | 1462 | 653 |
| d1, Uniform Delay [s] | 20.42 | 20.42 | 20.47 | 21.54 | 21.73 | 21.77 | 12.77 | 11.21 | 19.77 | 9.90 | 8.34 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.34 | 0.34 | 0.44 | 0.39 | 0.96 | 1.86 | 0.73 | 0.39 | 0.67 | 0.31 | 0.03 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| X, volume / capacity | 0.26 | 0.26 | 0.28 | 0.20 | 0.37 | 0.58 | 0.57 | 0.24 | 0.67 | 0.41 | 0.03 |
| d, Delay for Lane Group [s/veh] | 20.76 | 20.76 | 20.90 | 21.93 | 22.69 | 23.63 | 13.49 | 11.60 | 20.44 | 10.22 | 8.37 |
| Lane Group LOS | C | C | C | C | C | C | B | B | C | B | A |
| Critical Lane Group | No | No | Yes | No | Yes | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 0.37 | 0.37 | 0.36 | 0.19 | 0.34 | 0.64 | 2.61 | 0.89 | 1.43 | 1.81 | 0.10 |
| 50th-Percentile Queue Length [ft/ln] | 9.13 | 9.13 | 9.09 | 4.85 | 8.39 | 16.08 | 65.33 | 22.24 | 35.78 | 45.23 | 2.48 |
| 95th-Percentile Queue Length [veh/ln] | 0.66 | 0.66 | 0.65 | 0.35 | 0.60 | 1.16 | 4.70 | 1.60 | 2.58 | 3.26 | 0.18 |
| 95th-Percentile Queue Length [ft/ln] | 16.44 | 16.44 | 16.36 | 8.73 | 15.10 | 28.94 | 117.5 | 40.03 | 64.40 | 81.42 | 4.46 |

Movement, Approach, & Intersection Results

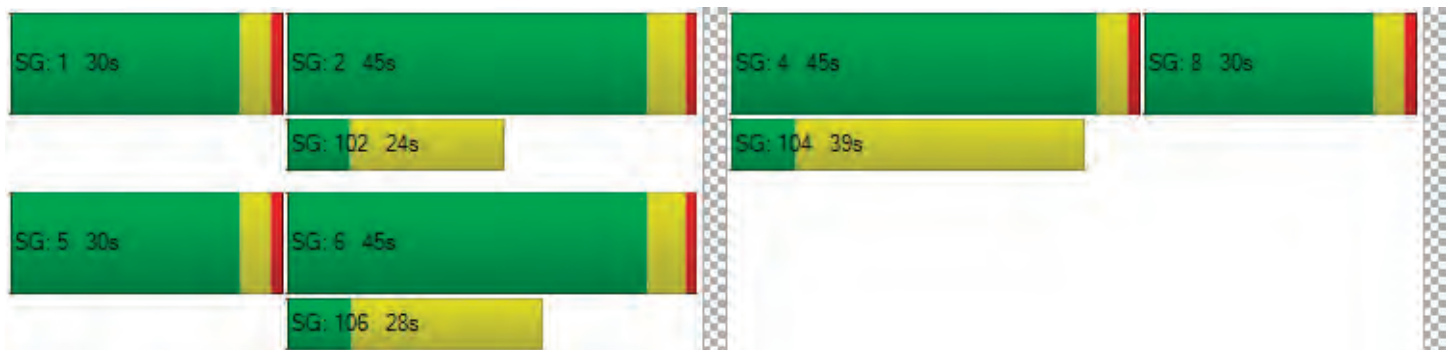
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 20.7 | 20.7 | 20.7 | 20.9 | 21.9 | 21.9 | 22.6 | 22.6 | 23.6 | 23.6 | 13.4 | 11.6 | 20.4 | 20.4 | 10.2 | 8.37 |
| Movement LOS | C | C | C | C | C | C | C | C | C | C | B | B | C | C | B | A |
| d_A, Approach Delay [s/veh] | 20.81 | | | 22.41 | | | 13.90 | | | 13.49 | | | | | | |
| Approach LOS | C | | | C | | | B | | | B | | | | | | |
| d_I, Intersection Delay [s/veh] | 14.33 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.489 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 0.0 | 11.0 |
| 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] | 13.93 | 13.93 | 0.00 | 13.93 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.478 | 2.043 | 0.000 | 2.899 |
| Crosswalk LOS | B | B | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1712 | 1078 | 1679 | 1679 |
| d_b, Bicycle Delay [s] | 0.49 | 5.02 | 0.61 | 0.61 |
| I_b,int, Bicycle LOS Score for Intersection | 1.733 | 1.708 | 2.258 | 2.300 |
| Bicycle LOS | A | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 9: Iron Pt/Safe Credit Union access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 15.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.060 |

Intersection Setup

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|------------------------------|--------------------------|--------|-----------|-------|-----------|--------|--------|
| Approach | Northbound | | Eastbound | | Westbound | | |
| Lane Configuration | | | | | | | |
| Turning Movement | Left | Right | Thru | Right | U-turn | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 90.00 | 120.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 49.21 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | | |
| Crosswalk | Yes | | No | | No | | |

Volumes

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|---|--------------------------|--------|---------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 9 | 701 | 12 | 21 | 32 | 848 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 9 | 701 | 12 | 21 | 32 | 848 |
| Peak Hour Factor | 1.0000 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 2 | 186 | 3 | 6 | 9 | 226 |
| Total Analysis Volume [veh/h] | 0 | 10 | 746 | 13 | 22 | 34 | 902 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | |
|---------------------------------------|-------|-------|------|------|-------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.02 | 0.01 | 0.00 | 0.06 | 0.04 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 10.86 | 0.00 | 0.00 | 15.55 | 9.96 | 0.00 |
| Movement LOS | | B | A | A | C | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.05 | 0.00 | 0.00 | 0.33 | 0.33 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 1.22 | 0.00 | 0.00 | 8.31 | 8.31 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.86 | | 0.00 | | 0.71 | | |
| Approach LOS | B | | A | | A | | |
| d_I, Intersection Delay [s/veh] | 0.46 | | | | | | |
| Intersection LOS | C | | | | | | |

**Intersection Level Of Service Report
Intersection 10: Iron Pt/Broadstone**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 15.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.305 |

Intersection Setup

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 270. | 100. | 100. | 200. | 230. | 100. | 100. | 270. | 240. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 240. | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | Yes | | | |

Volumes

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 15 | 11 | 8 | 5 | 58 | 40 | 254 | 18 | 143 | 508 | 62 | 5 | 55 | 605 | 18 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 254 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 18 |
| Total Hourly Volume [veh/h] | 0 | 15 | 11 | 5 | 5 | 58 | 40 | 0 | 18 | 143 | 508 | 48 | 5 | 55 | 605 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 4 | 3 | 1 | 1 | 16 | 11 | 0 | 5 | 39 | 140 | 13 | 1 | 15 | 166 | 0 |
| Total Analysis Volume [veh/h] | 0 | 16 | 12 | 5 | 5 | 64 | 44 | 0 | 20 | 157 | 558 | 53 | 5 | 60 | 665 | 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Per | Per | Per | Per | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 30 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.50 | 5.50 | 4.50 | 5.50 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 4 | 4 | 4 | 8 | 8 | 5 | 17 | 17 | 3 | 16 |
| g / C, Green / Cycle | 0.07 | 0.07 | 0.07 | 0.16 | 0.16 | 0.09 | 0.34 | 0.34 | 0.06 | 0.30 |
| (v / s)_i Volume / Saturation Flow Rate | 0.01 | 0.01 | 0.00 | 0.02 | 0.01 | 0.05 | 0.11 | 0.03 | 0.02 | 0.13 |
| s, saturation flow rate [veh/h] | 1781 | 1856 | 1589 | 3459 | 3560 | 3459 | 5094 | 1589 | 3459 | 5094 |
| c, Capacity [veh/h] | 133 | 139 | 119 | 546 | 562 | 314 | 1710 | 534 | 208 | 1554 |
| d1, Uniform Delay [s] | 22.07 | 22.06 | 21.96 | 18.51 | 18.37 | 22.29 | 12.68 | 11.68 | 23.03 | 14.21 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.28 | 0.04 | 0.28 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.13 | 0.12 | 0.05 | 0.04 | 0.02 | 0.59 | 0.29 | 0.21 | 0.32 | 0.49 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 | 0.10 | 0.10 | 0.04 | 0.13 | 0.08 | 0.56 | 0.33 | 0.10 | 0.31 | 0.43 |
| d, Delay for Lane Group [s/veh] | 22.19 | 22.18 | 22.01 | 18.55 | 18.39 | 22.88 | 12.96 | 11.89 | 23.35 | 14.70 |
| Lane Group LOS | C | C | C | B | B | C | B | B | C | B |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 0.15 | 0.15 | 0.05 | 0.32 | 0.20 | 0.96 | 1.41 | 0.39 | 0.35 | 1.85 |
| 50th-Percentile Queue Length [ft/ln] | 3.71 | 3.73 | 1.33 | 8.03 | 5.08 | 23.94 | 35.21 | 9.72 | 8.86 | 46.14 |
| 95th-Percentile Queue Length [veh/ln] | 0.27 | 0.27 | 0.10 | 0.58 | 0.37 | 1.72 | 2.53 | 0.70 | 0.64 | 3.32 |
| 95th-Percentile Queue Length [ft/ln] | 6.68 | 6.71 | 2.39 | 14.46 | 9.14 | 43.10 | 63.37 | 17.50 | 15.96 | 83.04 |

Movement, Approach, & Intersection Results

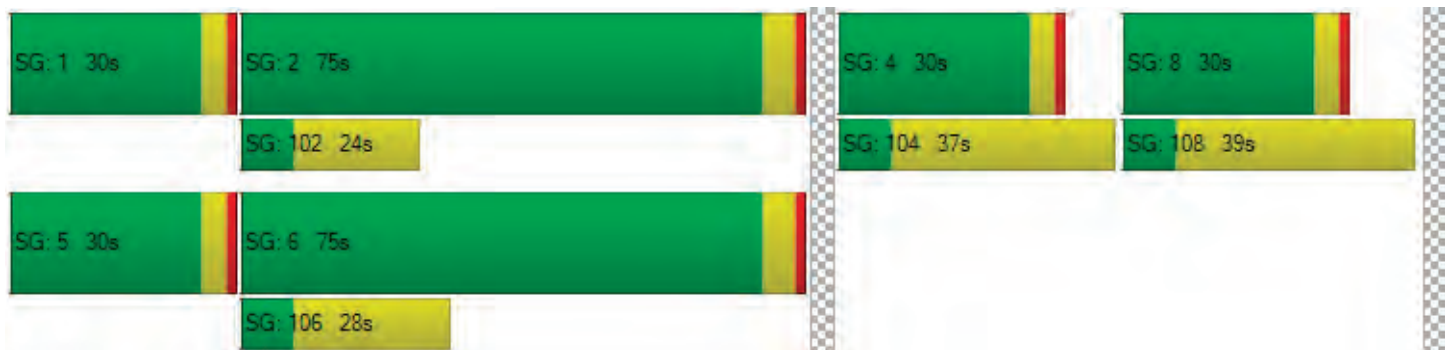
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 22.1 | 22.1 | 22.1 | 22.0 | 18.5 | 18.5 | 18.3 | 0.00 | 22.8 | 22.8 | 12.9 | 11.8 | 23.3 | 23.3 | 14.7 | 0.00 |
| Movement LOS | C | C | C | C | B | B | B | | C | C | B | B | C | C | B | |
| d_A, Approach Delay [s/veh] | 22.16 | | | | 18.49 | | | | 15.12 | | | | 15.47 | | | |
| Approach LOS | C | | | | B | | | | B | | | | B | | | |
| d_I, Intersection Delay [s/veh] | 15.64 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.305 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| 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] | 15.67 | 15.67 | 15.67 | 15.67 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.312 | 2.727 | 2.997 | 2.964 |
| Crosswalk LOS | B | B | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1001 | 1001 | 2727 | 2727 |
| d_b, Bicycle Delay [s] | 6.37 | 6.37 | 3.37 | 3.37 |
| I_b,int, Bicycle LOS Score for Intersection | 1.593 | 1.600 | 1.914 | 1.958 |
| Bicycle LOS | A | A | A | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 11: Iron Pt/E Bidwell**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 45.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.781 |

Intersection Setup

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | Iron Pt | | | | |
|------------------------------|------------|-------|-------|------------|------|------|------|-----------|------|------|-----------|------|------|------|------|
| Approach | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Lane Configuration | \| \| \| |  |  | \| \| \| \| |  |  |  | \| \| \| |  |  | \| \| \| \| |  |  |  |  |
| Turning Movement | Left | Thru | Right | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 300.0 | 100.0 | 220.0 | 450. | 100. | 100. | 450. | 280. | 100. | 100. | 100. | 250. | 100. | 100. | 270. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 260. | 0.00 | 0.00 | 0.00 | 100 |
| Speed [mph] | 30.00 | | | 30.00 | | | | 30.00 | | | 30.00 | | | | |
| Grade [%] | 0.00 | | | 0.00 | | | | 0.00 | | | 0.00 | | | | |
| Curb Present | No | | | No | | | | No | | | No | | | | |
| Crosswalk | No | | | Yes | | | | Yes | | | Yes | | | | |

Volumes

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|-------|-------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 821 | 1082 | 570 | 5 | 251 | 924 | 97 | 5 | 228 | 255 | 401 | 0 | 505 | 369 | 245 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 570 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 229 | 0 | 0 | 0 | 245 |
| Total Hourly Volume [veh/h] | 821 | 1082 | 0 | 5 | 251 | 924 | 0 | 5 | 228 | 255 | 172 | 0 | 505 | 369 | 0 |
| Peak Hour Factor | 0.980 | 0.980 | 0.980 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 209 | 276 | 0 | 1 | 64 | 236 | 0 | 1 | 58 | 65 | 44 | 0 | 129 | 94 | 0 |
| Total Analysis Volume [veh/h] | 838 | 1104 | 0 | 5 | 256 | 943 | 0 | 5 | 233 | 260 | 176 | 0 | 515 | 377 | 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 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 216 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 216.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Protec | Permi | Unsig | Per | Prot | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 3 | 8 | 0 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 5 | 0 |
| Maximum Green [s] | 45 | 69 | 0 | 0 | 45 | 69 | 0 | 0 | 40 | 40 | 0 | 0 | 40 | 40 | 0 |
| Amber [s] | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 50 | 75 | 0 | 0 | 50 | 75 | 0 | 0 | 45 | 46 | 0 | 0 | 45 | 46 | 0 |
| Vehicle Extension [s] | 2.0 | 5.6 | 0.0 | 0.0 | 2.0 | 5.1 | 0.0 | 0.0 | 2.0 | 5.3 | 0.0 | 0.0 | 2.0 | 5.6 | 0.0 |
| Walk [s] | 0 | 30 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 29 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 3.30 | 2.50 | 3.30 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 |
| g_i, Effective Green Time [s] | 35 | 59 | 12 | 36 | 11 | 20 | 20 | 22 | 31 |
| g / C, Green / Cycle | 0.26 | 0.44 | 0.09 | 0.27 | 0.09 | 0.15 | 0.15 | 0.17 | 0.23 |
| (v / s)_i Volume / Saturation Flow Rate | 0.24 | 0.22 | 0.08 | 0.19 | 0.07 | 0.07 | 0.11 | 0.15 | 0.07 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 3459 | 5094 | 3459 | 3560 | 1589 | 3459 | 5094 |
| c, Capacity [veh/h] | 910 | 2258 | 322 | 1391 | 298 | 527 | 235 | 583 | 1174 |
| d1, Uniform Delay [s] | 47.70 | 26.35 | 59.24 | 43.18 | 59.71 | 52.12 | 54.33 | 54.09 | 42.58 |
| k, delay calibration | 0.04 | 0.31 | 0.04 | 0.24 | 0.04 | 0.27 | 0.27 | 0.04 | 0.31 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.75 | 0.48 | 1.89 | 1.31 | 1.89 | 1.77 | 11.07 | 1.83 | 0.46 |
| d3, Initial Queue Delay [s] | 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 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|-------|-------|--------|--------|
| X, volume / capacity | 0.92 | 0.49 | 0.81 | 0.68 | 0.80 | 0.49 | 0.75 | 0.88 | 0.32 |
| d, Delay for Lane Group [s/veh] | 49.45 | 26.83 | 61.12 | 44.49 | 61.60 | 53.89 | 65.40 | 55.92 | 43.04 |
| Lane Group LOS | D | C | E | D | E | D | E | E | D |
| Critical Lane Group | Yes | No | No | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 13.68 | 8.41 | 4.41 | 9.41 | 4.02 | 4.14 | 6.38 | 8.57 | 3.52 |
| 50th-Percentile Queue Length [ft/ln] | 341.94 | 210.20 | 110.14 | 235.33 | 100.5 | 103.4 | 159.5 | 214.22 | 87.90 |
| 95th-Percentile Queue Length [veh/ln] | 19.74 | 13.16 | 7.85 | 14.44 | 7.24 | 7.45 | 10.52 | 13.37 | 6.33 |
| 95th-Percentile Queue Length [ft/ln] | 493.57 | 329.09 | 196.20 | 361.12 | 181.0 | 186.1 | 263.0 | 334.23 | 158.21 |

Movement, Approach, & Intersection Results

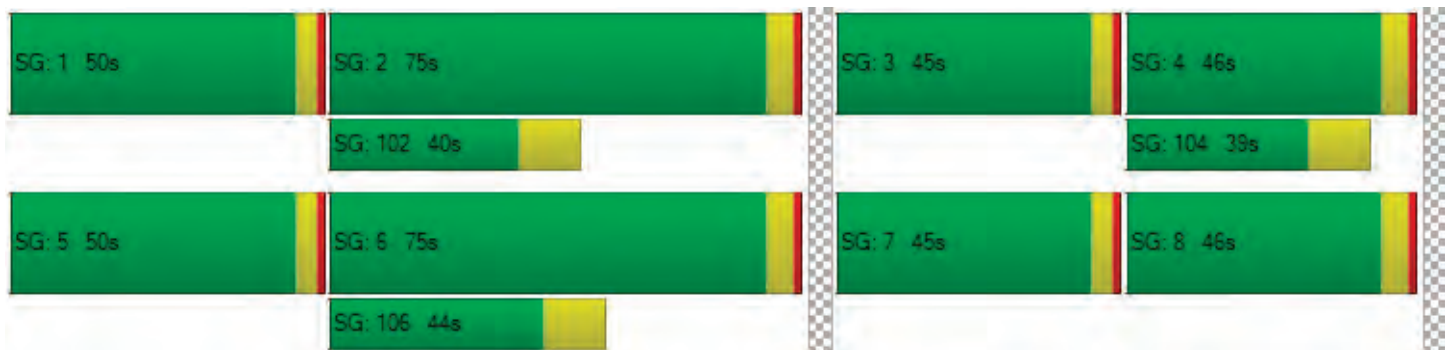
| | | | | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 49.45 | 26.83 | 0.00 | 61.1 | 61.1 | 44.4 | 0.00 | 61.6 | 61.6 | 53.8 | 65.4 | 55.9 | 55.9 | 43.0 | 0.00 |
| Movement LOS | D | C | | E | E | D | | E | E | D | E | E | E | D | |
| d_A, Approach Delay [s/veh] | 36.59 | | 48.09 | | | 59.62 | | | 50.47 | | | | | | |
| Approach LOS | D | | D | | | E | | | D | | | | | | |
| d_I, Intersection Delay [s/veh] | 45.45 | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | |
| Intersection V/C | 0.781 | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 33.0 | 38.0 | 34.0 |
| 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 | 37.58 | 33.91 | 36.83 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.217 | 3.403 | 3.106 |
| Crosswalk LOS | F | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1048 | 1048 | 612 | 612 |
| d_b, Bicycle Delay [s] | 15.05 | 15.05 | 32.01 | 32.01 |
| I_b,int, Bicycle LOS Score for Intersection | 2.628 | 2.081 | 2.112 | 1.767 |
| Bicycle LOS | B | B | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 12: E Bidwell/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 29.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.913 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | \| \| r |  | \| \| \| |  | r r r r | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 300.00 | 100.00 | 100.00 | 400.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | Yes | | Yes | |

Volumes

| Name | E Bidwell | | E Bidwell | | | |
|--|-----------|--------|-----------|--------|--------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1181 | 248 | 0 | 821 | 70 | 1275 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1181 | 248 | 0 | 821 | 70 | 1275 |
| Peak Hour Factor | 0.9800 | 0.9800 | 1.0000 | 0.9800 | 0.9800 | 0.9800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 301 | 63 | 0 | 209 | 18 | 325 |
| Total Analysis Volume [veh/h] | 1205 | 253 | 0 | 838 | 71 | 1301 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 117 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 12 | 0 | 0 | 12 | 8 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 55 | 0 |
| Amber [s] | 4.8 | 0.0 | 0.0 | 4.8 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 61 | 0 |
| Vehicle Extension [s] | 4.0 | 0.0 | 0.0 | 4.0 | 3.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 19 | 0 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.8 | 0.0 | 0.0 | 3.8 | 3.1 | 0.0 |
| Minimum Recall | No | | | No | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | R | C | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 108 | 108 | 108 | 108 | 108 | 108 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.80 | 5.80 | 5.80 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.80 | 3.80 | 3.80 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 43 | 43 | 43 | 43 | 54 | 54 |
| g / C, Green / Cycle | 0.40 | 0.40 | 0.40 | 0.40 | 0.50 | 0.50 |
| (v / s)_i Volume / Saturation Flow Rate | 0.32 | 0.34 | 0.16 | 0.17 | 0.02 | 0.47 |
| s, saturation flow rate [veh/h] | 1855 | 1748 | 1577 | 5053 | 3431 | 2791 |
| c, Capacity [veh/h] | 744 | 701 | 632 | 2027 | 1708 | 1389 |
| d1, Uniform Delay [s] | 28.62 | 29.49 | 23.02 | 23.17 | 13.88 | 25.47 |
| k, delay calibration | 0.26 | 0.29 | 0.15 | 0.15 | 0.13 | 0.13 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 5.02 | 7.96 | 0.58 | 0.19 | 0.01 | 4.34 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.81 | 0.86 | 0.40 | 0.41 | 0.04 | 0.94 |
| d, Delay for Lane Group [s/veh] | 33.64 | 37.45 | 23.60 | 23.36 | 13.89 | 29.80 |
| Lane Group LOS | C | D | C | C | B | C |
| Critical Lane Group | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 14.44 | 15.36 | 4.63 | 5.07 | 0.44 | 15.62 |
| 50th-Percentile Queue Length [ft/ln] | 361.08 | 384.07 | 115.74 | 126.67 | 11.06 | 390.43 |
| 95th-Percentile Queue Length [veh/ln] | 20.68 | 21.79 | 8.16 | 8.76 | 0.80 | 22.10 |
| 95th-Percentile Queue Length [ft/ln] | 516.90 | 544.77 | 203.96 | 218.96 | 19.91 | 552.46 |

Movement, Approach, & Intersection Results

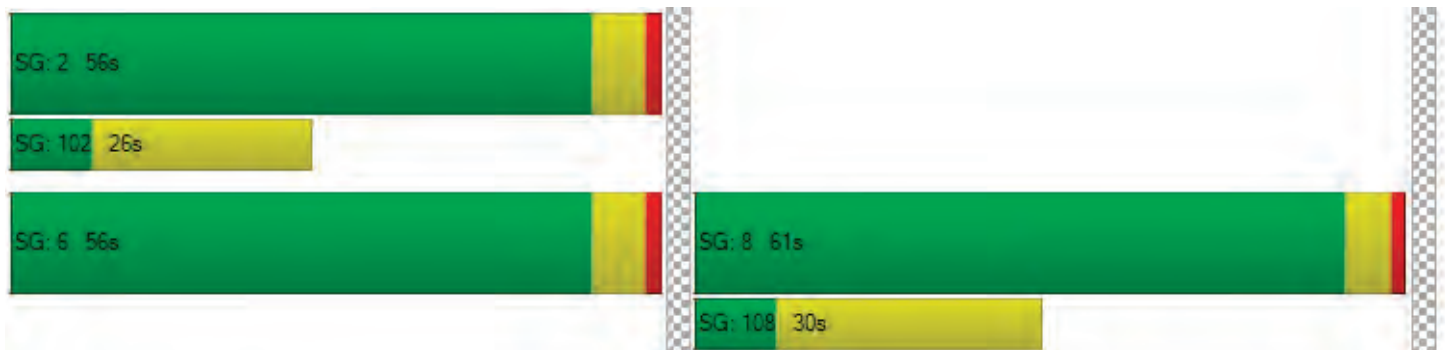
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 35.15 | 23.60 | 0.00 | 23.36 | 13.89 | 29.80 |
| Movement LOS | D | C | | C | B | C |
| d_A, Approach Delay [s/veh] | 33.47 | | 23.36 | | 28.98 | |
| Approach LOS | C | | C | | C | |
| d_I, Intersection Delay [s/veh] | 29.48 | | | | | |
| Intersection LOS | C | | | | | |
| Intersection V/C | 0.913 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 43.37 | 43.37 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.005 | 2.725 |
| Crosswalk LOS | F | C | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 933 | 933 | 1039 |
| d_b, Bicycle Delay [s] | 15.32 | 15.32 | 12.43 |
| I_b,int, Bicycle LOS Score for Intersection | 2.762 | 2.021 | 1.560 |
| Bicycle LOS | C | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 13: E Bidwell/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 10.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.766 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | \|\| |  | \| \| r | | r r r | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|--|-----------|--------|-----------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 0 | 503 | 280 | 611 | 926 | 207 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 503 | 280 | 611 | 926 | 207 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 132 | 74 | 161 | 244 | 54 |
| Total Analysis Volume [veh/h] | 0 | 529 | 295 | 643 | 975 | 218 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 0 | 2 | 6 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 0 | 8 | 6 | 0 | 8 | 0 |
| Maximum Green [s] | 0 | 50 | 50 | 0 | 50 | 0 |
| Amber [s] | 0.0 | 4.8 | 4.1 | 0.0 | 4.8 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 56 | 56 | 0 | 56 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.8 | 3.1 | 0.0 | 3.8 | 0.0 |
| Minimum Recall | | No | No | | No | |
| Maximum Recall | | No | No | | No | |
| Pedestrian Recall | | No | No | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | C | R | L | R |
|---|-------|-------|-------|-------|------|------|
| C, Cycle Length [s] | 34 | 34 | 34 | 34 | 34 | 34 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.10 | 5.10 | 5.10 | 5.80 | 5.80 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.10 | 3.10 | 3.10 | 3.80 | 3.80 |
| g_i, Effective Green Time [s] | 9 | 10 | 10 | 10 | 13 | 13 |
| g / C, Green / Cycle | 0.27 | 0.29 | 0.29 | 0.29 | 0.39 | 0.39 |
| (v / s)_i Volume / Saturation Flow Rate | 0.15 | 0.16 | 0.21 | 0.21 | 0.29 | 0.14 |
| s, saturation flow rate [veh/h] | 3475 | 1825 | 1551 | 1551 | 3375 | 1551 |
| c, Capacity [veh/h] | 949 | 536 | 456 | 456 | 1308 | 601 |
| d1, Uniform Delay [s] | 10.65 | 10.18 | 10.76 | 10.76 | 9.02 | 7.46 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.19 | 0.33 | 0.76 | 0.76 | 0.32 | 0.14 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.56 | 0.55 | 0.71 | 0.71 | 0.75 | 0.36 |
| d, Delay for Lane Group [s/veh] | 10.85 | 10.51 | 11.52 | 11.52 | 9.34 | 7.60 |
| Lane Group LOS | B | B | B | B | A | A |
| Critical Lane Group | No | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 1.27 | 1.39 | 1.64 | 1.64 | 2.06 | 0.76 |
| 50th-Percentile Queue Length [ft/ln] | 31.84 | 34.71 | 40.99 | 40.99 | 51.48 | 19.08 |
| 95th-Percentile Queue Length [veh/ln] | 2.29 | 2.50 | 2.95 | 2.95 | 3.71 | 1.37 |
| 95th-Percentile Queue Length [ft/ln] | 57.31 | 62.48 | 73.77 | 73.77 | 92.66 | 34.34 |

Movement, Approach, & Intersection Results

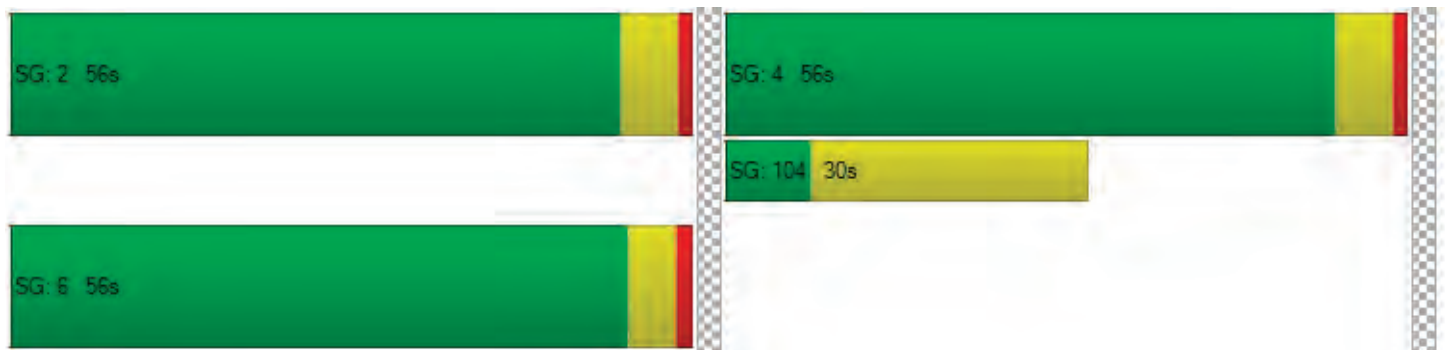
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 10.85 | 10.51 | 11.52 | 9.34 | 7.60 |
| Movement LOS | | B | B | B | A | A |
| d_A, Approach Delay [s/veh] | 10.85 | | 11.20 | | 9.02 | |
| Approach LOS | B | | B | | A | |
| d_I, Intersection Delay [s/veh] | | | 10.15 | | | |
| Intersection LOS | | | B | | | |
| Intersection V/C | | | 0.766 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 7.81 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.325 | 0.000 | 0.000 |
| Crosswalk LOS | B | F | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 2946 | 2987 | 2946 |
| d_b, Bicycle Delay [s] | 3.81 | 4.15 | 3.81 |
| I_b,int, Bicycle LOS Score for Intersection | 1.996 | 2.333 | 1.560 |
| Bicycle LOS | A | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 14: Lot 6 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.1
 Level Of Service: A
 Volume to Capacity (v/c): 0.006

Intersection Setup

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| | 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 Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 5 | 28 | 16 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 5 | 28 | 16 | 0 |
| Peak Hour Factor | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 0.920 | 0.920 | 0.920 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 4 | 0 |
| Total Analysis Volume [veh/h] | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 5 | 30 | 17 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.08 | 9.59 | 8.38 | 9.08 | 9.56 | 8.39 | 7.25 | 0.00 | 0.00 | 7.28 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.03 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 | 0.06 |
| 95th-Percentile Queue Length [ft/ln] | 0.78 | 0.78 | 0.78 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.42 | 1.42 | 1.42 |
| d_A, Approach Delay [s/veh] | 8.73 | | | 9.01 | | | 0.00 | | | 4.64 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.63 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Lot 1 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.6
 Level Of Service: A
 Volume to Capacity (v/c): 0.098

Intersection Setup

| Name | | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|-----------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 78 | 0 | 12 | 3 | 20 | 0 | 0 | 49 | 49 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 78 | 0 | 12 | 3 | 20 | 0 | 0 | 49 | 49 |
| Peak Hour Factor | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 1.000 | 0.920 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 21 | 0 | 3 | 1 | 5 | 0 | 0 | 13 | 13 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 85 | 0 | 13 | 3 | 22 | 0 | 0 | 53 | 53 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.23 | 9.77 | 8.41 | 9.64 | 10.12 | 9.18 | 7.43 | 0.00 | 0.00 | 7.26 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.37 | 0.37 | 0.37 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 9.32 | 9.32 | 9.32 | 0.15 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.14 | | | 9.58 | | | 0.89 | | | 0.00 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.20 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 16: Oak Ave Pkwy/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|r |  |  | \|\|r | | | | | | r\|l\|l\|l | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 100.0 | 400.0 | 100.0 | 400.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|--|--------------|-------|-------|--------------|-------|-------|----------|-------|-------|-----------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 2.00 | 2.00 | 2.00 | 3.00 | 2.00 | 3.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | | | | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Unsig | Permi | Permi | Unsig | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | | | | No | | |
| Maximum Recall | | No | | | No | | | | | No | | |
| Pedestrian Recall | | No | | | No | | | | | No | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 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 | C | C | | L | R |
|---|------|------|--|------|------|
| C, Cycle Length [s] | 9 | 9 | | 9 | 9 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | | 4.50 | 4.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 0 | 0 | | 0 | 0 |
| g / C, Green / Cycle | 0.01 | 0.01 | | 0.01 | 0.01 |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | | 0.00 | 0.00 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | | 3431 | 2791 |
| c, Capacity [veh/h] | 73 | 73 | | 71 | 58 |
| d1, Uniform Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| k, delay calibration | 0.04 | 0.04 | | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | | 1.00 | 1.00 |

Lane Group Results

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

Movement, Approach, & Intersection Results

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

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] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.033 | 1.909 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 0 | 10984 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 4.60 | 92.77 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 4.132 | 1.560 |
| Bicycle LOS | A | A | D | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 17: Oak Ave Pkwy/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\|\| |  |  | \|\|\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 400.0 | 100.0 | 400.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 2.00 | 5.00 | 5.00 | 5.00 | 2.00 | 5.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | No | | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | No | | | | | |
| Maximum Recall | | No | | | No | | No | | | | | |
| Pedestrian Recall | | No | | | No | | No | | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | C | R | C | R | L | R | |
|---|------|------|------|------|------|------|--|
| C, Cycle Length [s] | 9 | 9 | 9 | 9 | 9 | 9 | |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | |
| g_i, Effective Green Time [s] | 0 | 0 | 0 | 0 | 0 | 0 | |
| g / C, Green / Cycle | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| s, saturation flow rate [veh/h] | 3475 | 1551 | 3475 | 1551 | 3375 | 2746 | |
| c, Capacity [veh/h] | 72 | 32 | 72 | 32 | 70 | 57 | |
| d1, Uniform Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

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

Movement, Approach, & Intersection Results

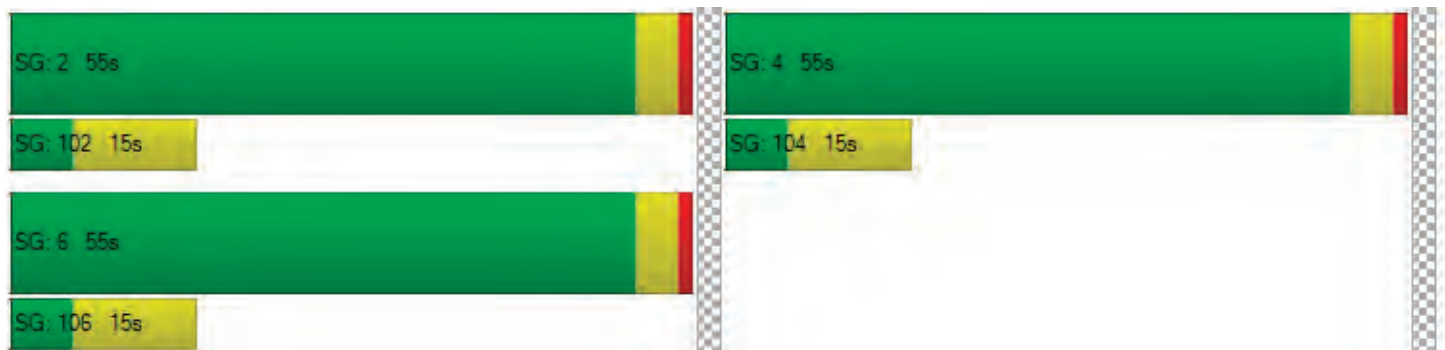
| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | A |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

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] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.909 | 1.033 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 10984 | 0 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 92.77 | 4.60 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 1.560 | 4.132 |
| Bicycle LOS | A | A | A | D |

Sequence

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



Signal Warrants Report For Intersection 7: Iron Pt/ W Kaiser access

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 | 716 | 954 | 26 |
| 2 | 695 | 925 | 25 |
| 3 | 680 | 906 | 25 |
| 4 | 637 | 849 | 23 |
| 5 | 566 | 754 | 21 |
| 6 | 558 | 744 | 20 |
| 7 | 551 | 735 | 20 |
| 8 | 501 | 668 | 18 |
| 9 | 494 | 658 | 18 |
| 10 | 487 | 649 | 18 |
| 11 | 422 | 563 | 15 |
| 12 | 394 | 525 | 14 |
| 13 | 387 | 515 | 14 |
| 14 | 286 | 382 | 10 |
| 15 | 286 | 382 | 10 |
| 16 | 200 | 267 | 7 |
| 17 | 115 | 153 | 4 |
| 18 | 115 | 153 | 4 |
| 19 | 64 | 86 | 2 |
| 20 | 36 | 48 | 1 |
| 21 | 21 | 29 | 1 |
| 22 | 7 | 10 | 0 |
| 23 | 7 | 10 | 0 |
| 24 | 7 | 10 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 1670 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 1620 | 1 | 25 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1586 | 1 | 25 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1486 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1320 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1302 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1286 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1169 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1152 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1136 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 985 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 919 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 902 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 668 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 668 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 467 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 268 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 268 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 150 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 84 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 50 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 17 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 17 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 17 | 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) | 11.9 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:05 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 26 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 1696 |
| Number of Approaches on Intersection | 3 |
| Total Volume Condition Met | Yes |
| Warrant Met for Approach | No |
| Warrant Met for Intersection | No |

Signal Warrants Report For Intersection 9: Iron Pt/Safe Credit Union access

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 | 901 | 713 | 9 |
| 2 | 874 | 692 | 9 |
| 3 | 856 | 677 | 9 |
| 4 | 802 | 635 | 8 |
| 5 | 712 | 563 | 7 |
| 6 | 703 | 556 | 7 |
| 7 | 694 | 549 | 7 |
| 8 | 631 | 499 | 6 |
| 9 | 622 | 492 | 6 |
| 10 | 613 | 485 | 6 |
| 11 | 532 | 421 | 5 |
| 12 | 496 | 392 | 5 |
| 13 | 487 | 385 | 5 |
| 14 | 360 | 285 | 4 |
| 15 | 360 | 285 | 4 |
| 16 | 252 | 200 | 3 |
| 17 | 144 | 114 | 1 |
| 18 | 144 | 114 | 1 |
| 19 | 81 | 64 | 1 |
| 20 | 45 | 36 | 0 |
| 21 | 27 | 21 | 0 |
| 22 | 9 | 7 | 0 |
| 23 | 9 | 7 | 0 |
| 24 | 9 | 7 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 1614 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 1566 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1533 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1437 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1275 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1259 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1243 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1130 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1114 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1098 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 953 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 888 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 872 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 645 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 645 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 452 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 258 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 258 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 145 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 81 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 48 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 16 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 16 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 16 | 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) | 10.9 |
| 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 | 9 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 1623 |
| 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 14: Lot 6 access

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, N |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|---|---------------|---|
| | E | W | S | N |
| 1 | 44 | 9 | 10 | 0 |
| 2 | 43 | 9 | 10 | 0 |
| 3 | 42 | 9 | 10 | 0 |
| 4 | 39 | 8 | 9 | 0 |
| 5 | 35 | 7 | 8 | 0 |
| 6 | 34 | 7 | 8 | 0 |
| 7 | 34 | 7 | 8 | 0 |
| 8 | 31 | 6 | 7 | 0 |
| 9 | 30 | 6 | 7 | 0 |
| 10 | 30 | 6 | 7 | 0 |
| 11 | 26 | 5 | 6 | 0 |
| 12 | 24 | 5 | 6 | 0 |
| 13 | 24 | 5 | 5 | 0 |
| 14 | 18 | 4 | 4 | 0 |
| 15 | 18 | 4 | 4 | 0 |
| 16 | 12 | 3 | 3 | 0 |
| 17 | 7 | 1 | 2 | 0 |
| 18 | 7 | 1 | 2 | 0 |
| 19 | 4 | 1 | 1 | 0 |
| 20 | 2 | 0 | 1 | 0 |
| 21 | 1 | 0 | 0 | 0 |
| 22 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 |
| 24 | 0 | 0 | 0 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 53 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 52 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 51 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 47 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 42 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 41 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 41 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 37 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 36 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 36 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 31 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 29 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 29 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 22 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 22 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 15 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 8 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 8 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 5 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 2 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 1 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 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 | N |
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 8.7 | 9 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:01 | 0:00 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 10 | 0 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 63 | 63 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Signal Warrants Report For Intersection 15: Lot 1 access

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 | N, S |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|---|
| | E | W | N | S |
| 1 | 98 | 23 | 90 | 0 |
| 2 | 95 | 22 | 87 | 0 |
| 3 | 93 | 22 | 86 | 0 |
| 4 | 87 | 20 | 80 | 0 |
| 5 | 77 | 18 | 71 | 0 |
| 6 | 76 | 18 | 70 | 0 |
| 7 | 75 | 18 | 69 | 0 |
| 8 | 69 | 16 | 63 | 0 |
| 9 | 68 | 16 | 62 | 0 |
| 10 | 67 | 16 | 61 | 0 |
| 11 | 58 | 14 | 53 | 0 |
| 12 | 54 | 13 | 50 | 0 |
| 13 | 53 | 12 | 49 | 0 |
| 14 | 39 | 9 | 36 | 0 |
| 15 | 39 | 9 | 36 | 0 |
| 16 | 27 | 6 | 25 | 0 |
| 17 | 16 | 4 | 14 | 0 |
| 18 | 16 | 4 | 14 | 0 |
| 19 | 9 | 2 | 8 | 0 |
| 20 | 5 | 1 | 5 | 0 |
| 21 | 3 | 1 | 3 | 0 |
| 22 | 1 | 0 | 1 | 0 |
| 23 | 1 | 0 | 1 | 0 |
| 24 | 1 | 0 | 1 | 0 |

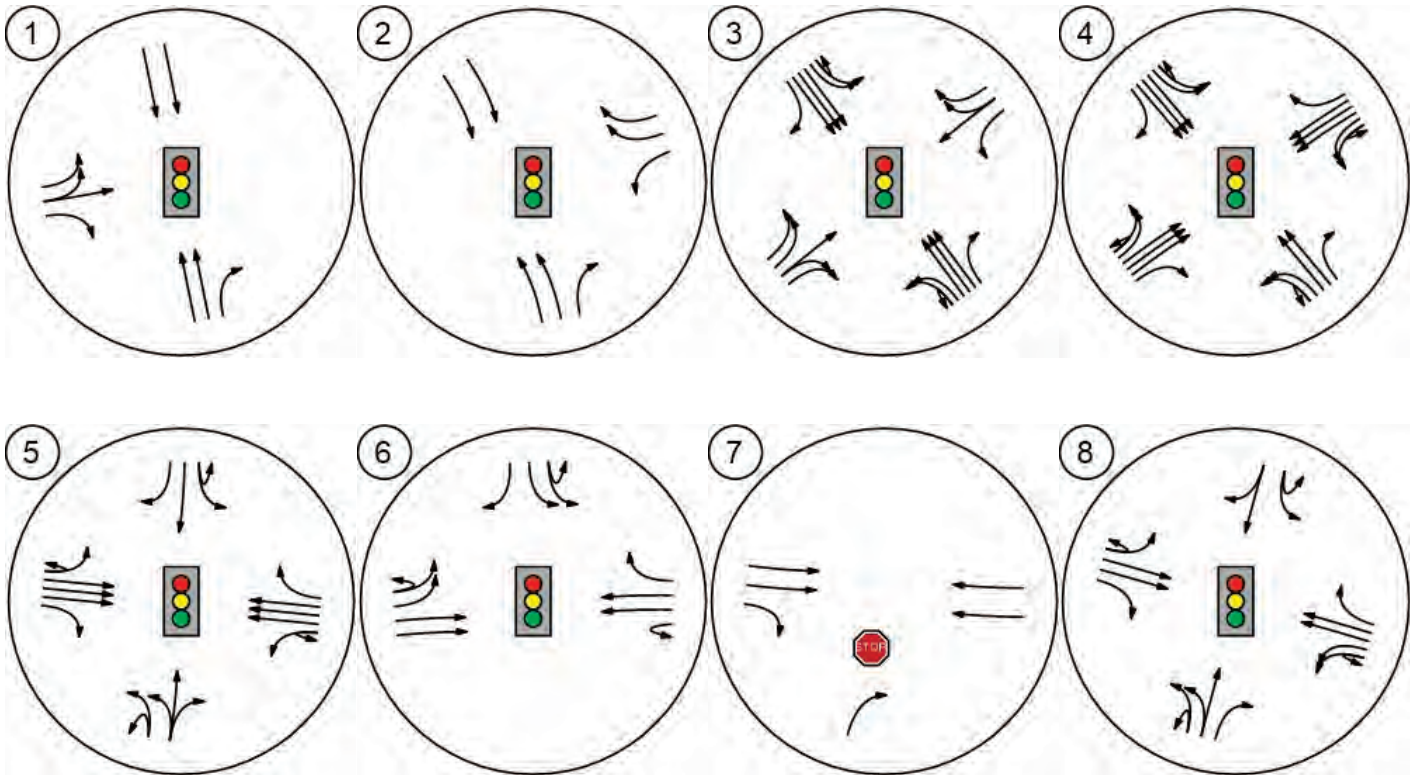
Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 121 | 1 | 90 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 117 | 1 | 87 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 115 | 1 | 86 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 107 | 1 | 80 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 95 | 1 | 71 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 94 | 1 | 70 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 93 | 1 | 69 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 85 | 1 | 63 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 84 | 1 | 62 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 83 | 1 | 61 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 72 | 1 | 53 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 67 | 1 | 50 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 65 | 1 | 49 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 48 | 1 | 36 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 48 | 1 | 36 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 33 | 1 | 25 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 20 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 20 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 11 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 6 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 4 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| Hours Met | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

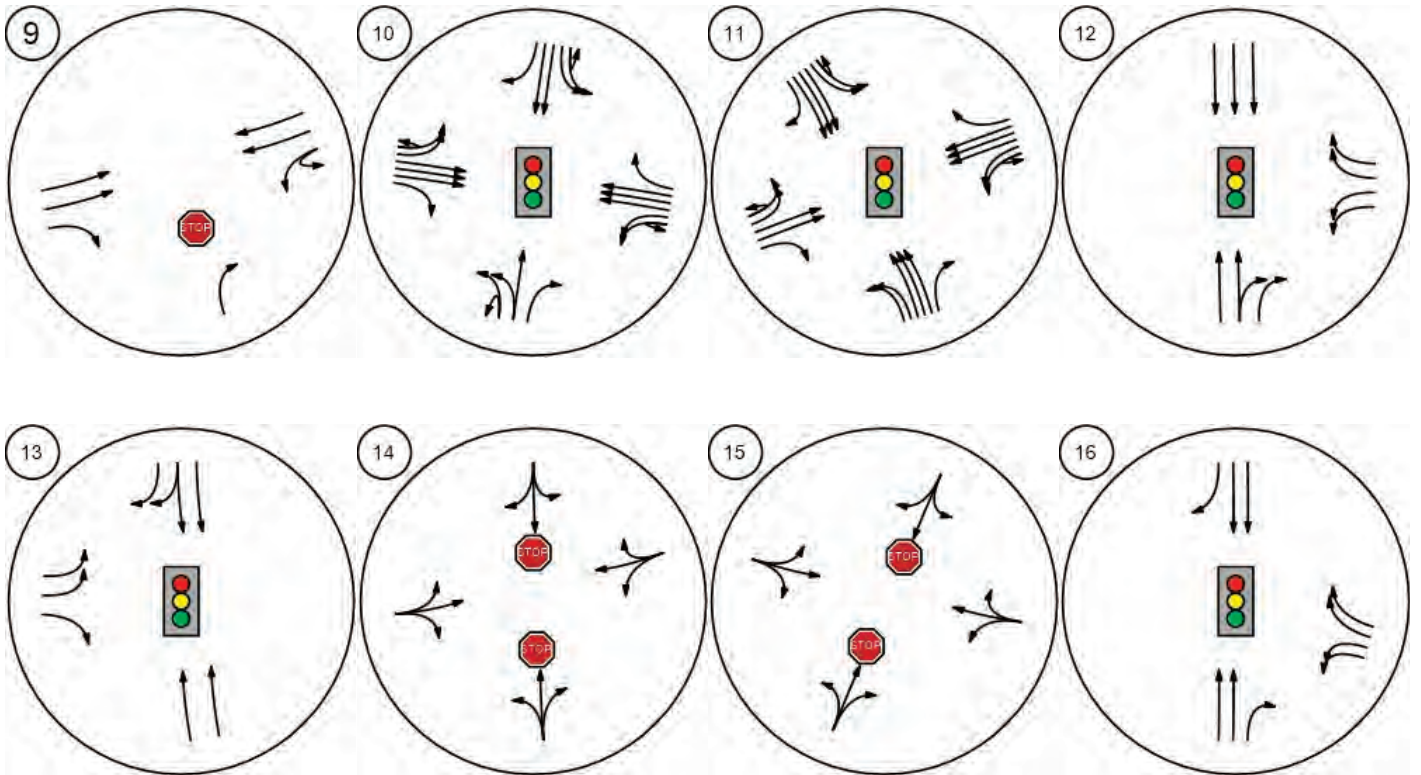
Warrant 3 Condition A

| Orientation | N | S |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 9.6 | 9.1 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:14 | 0:00 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 90 | 0 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 211 | 211 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

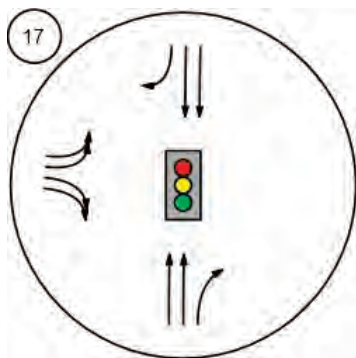
Lane Configuration and Traffic Control



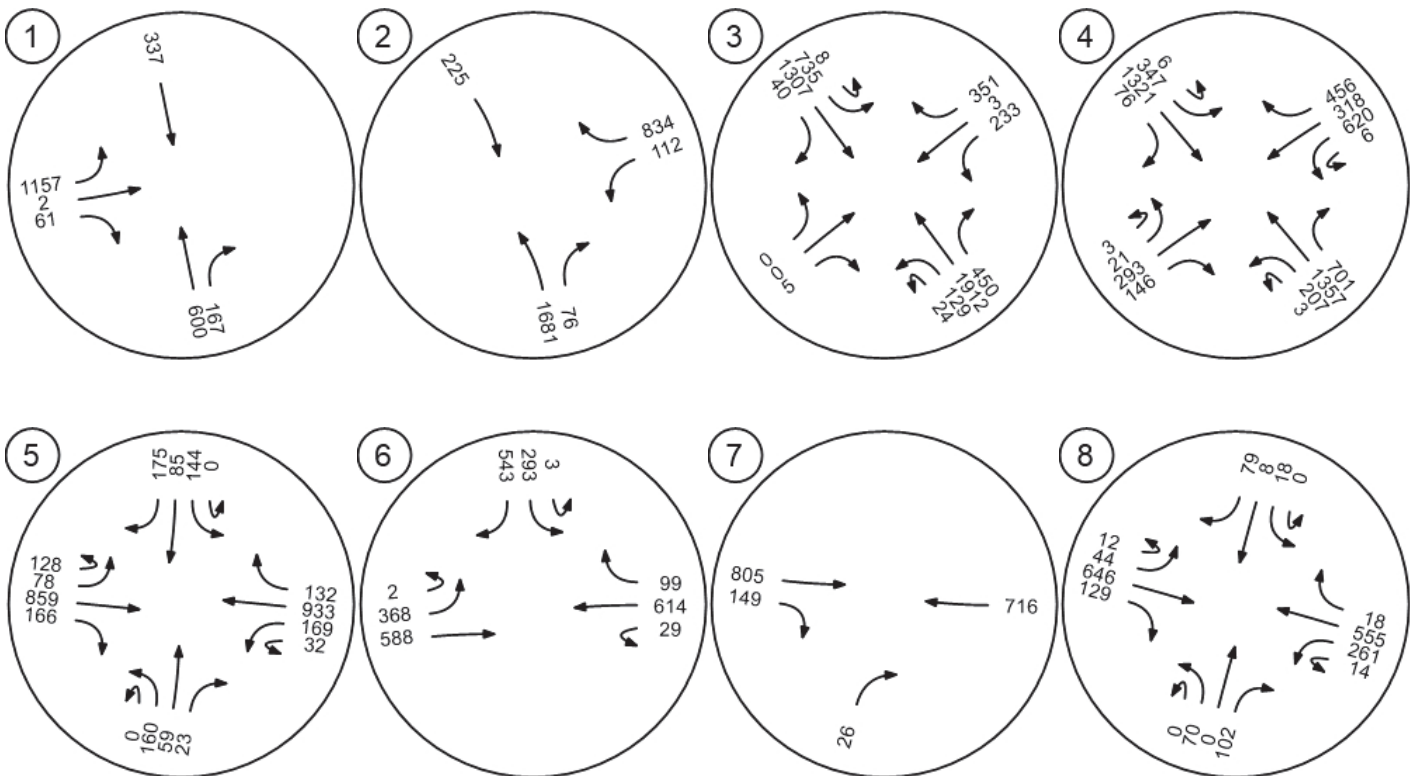
Lane Configuration and Traffic Control



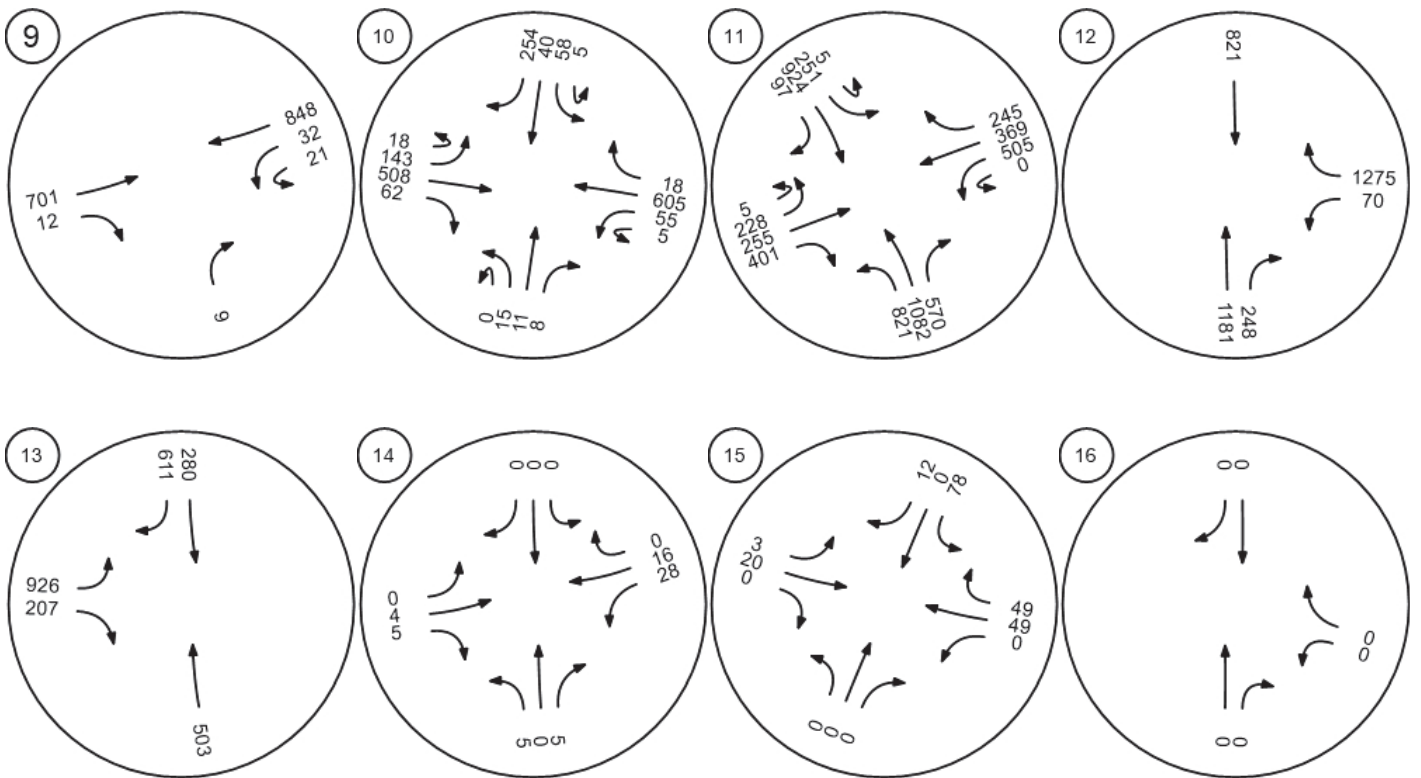
Lane Configuration and Traffic Control



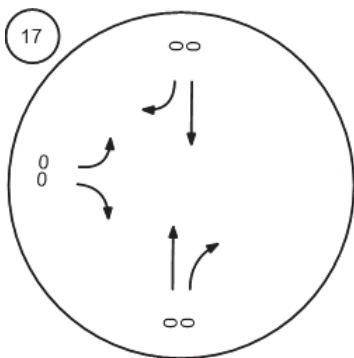
Traffic Volume - Base Volume



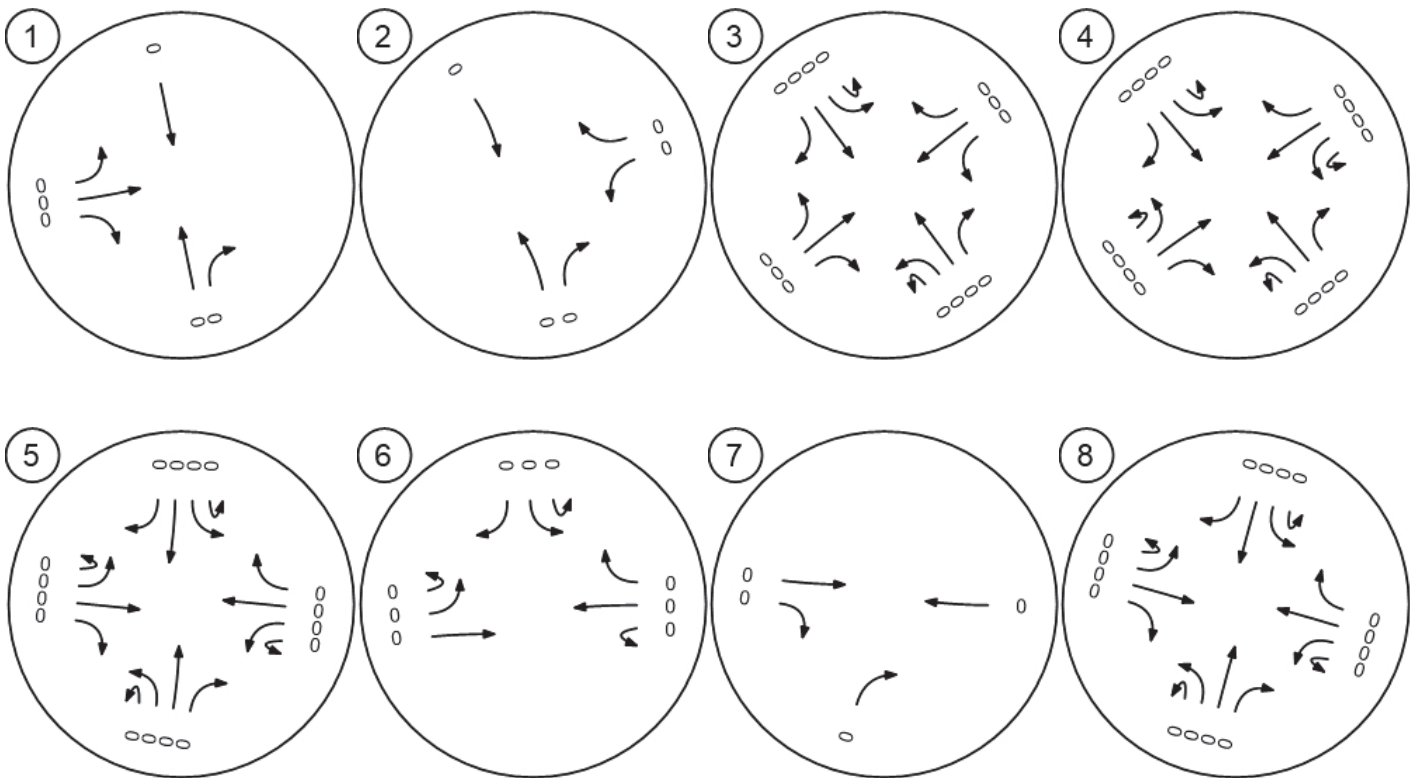
Traffic Volume - Base Volume



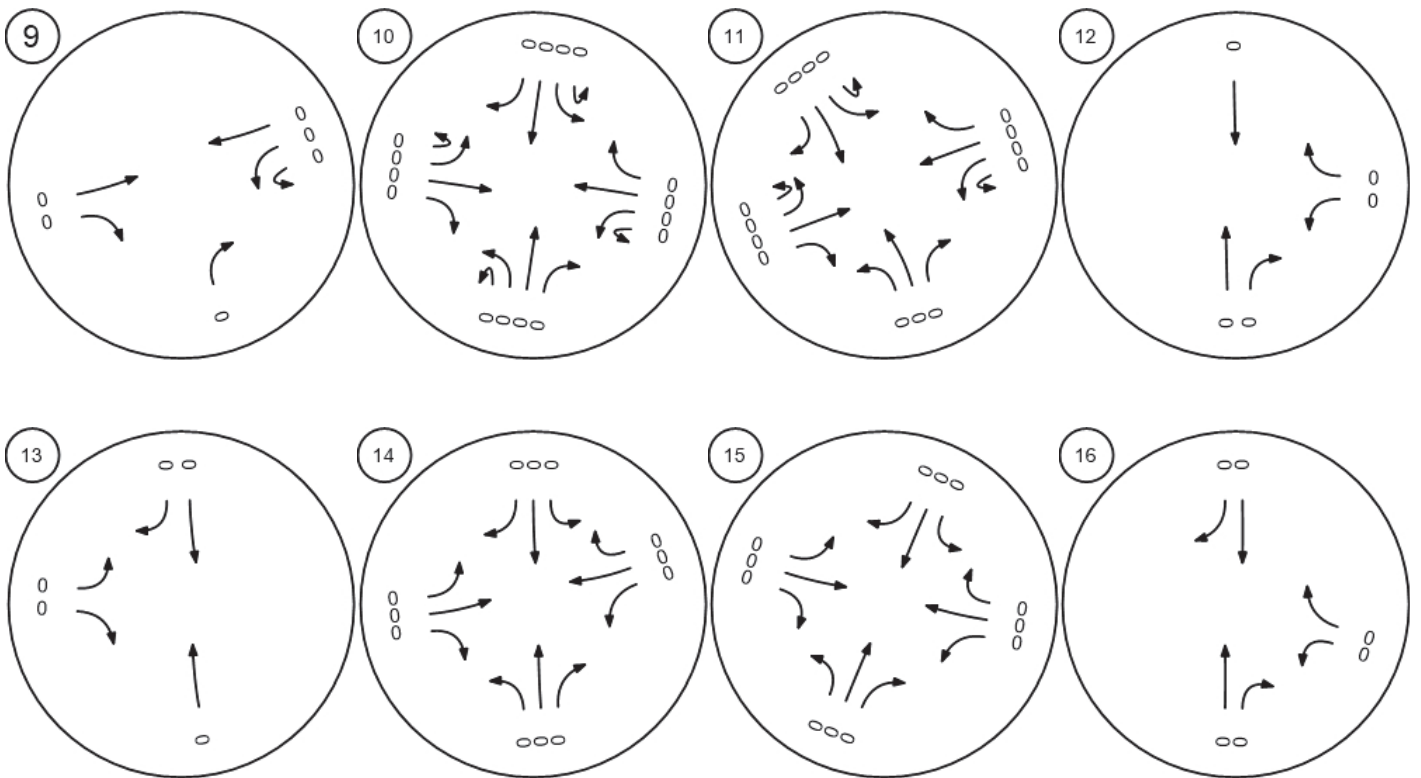
Traffic Volume - Base Volume



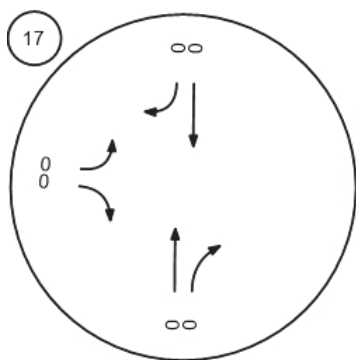
Traffic Volume - Net New Site Trips



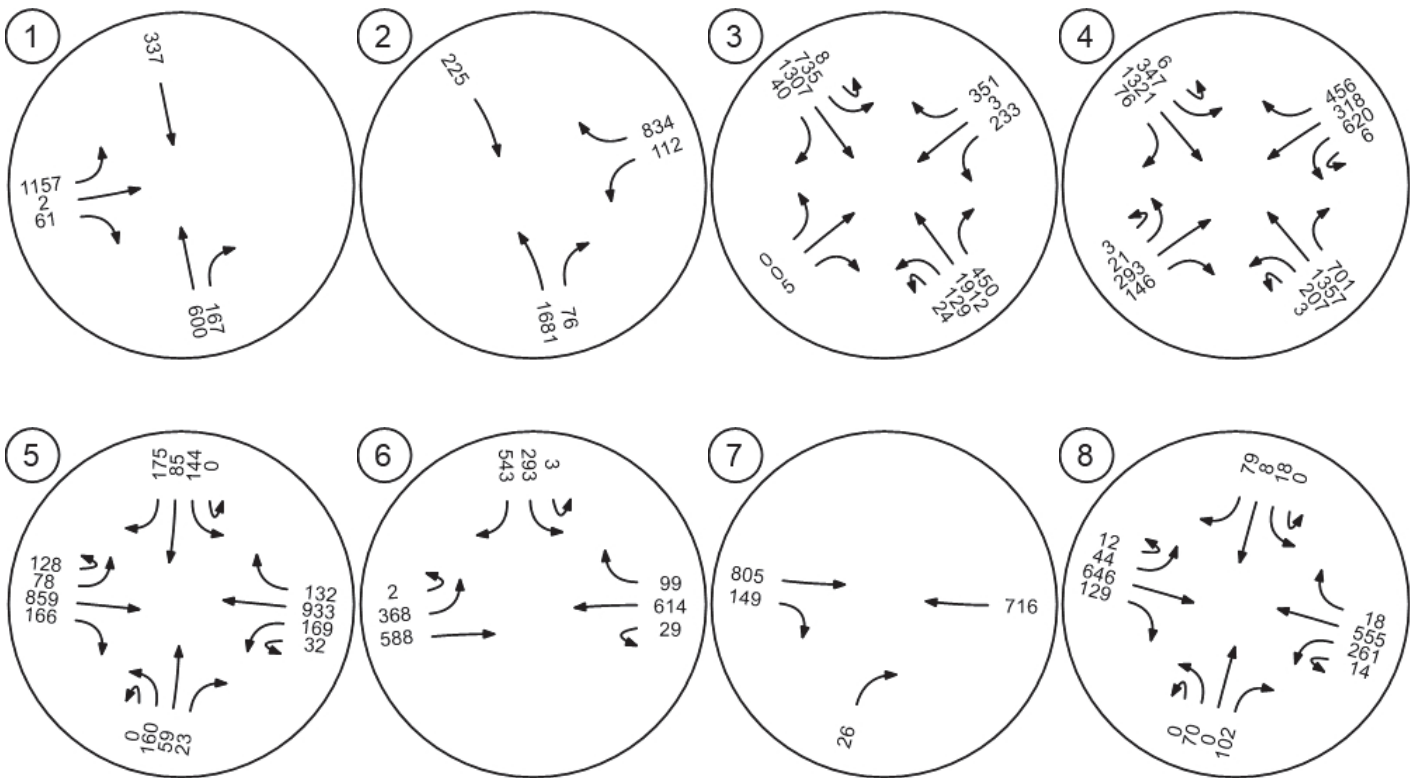
Traffic Volume - Net New Site Trips



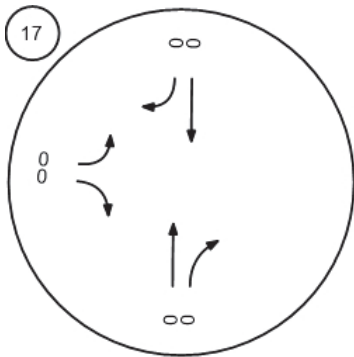
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 2 2021 PM

Report File: Z:\...\2021 PM No Proj Vistro Report.pdf

12/4/2021

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|-------------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Prairie City/US 50 EB | Signalized | HCM 6th Edition | SB Thru | 0.785 | 8.3 | A |
| 2 | Prairie City/US 50 WB | Signalized | HCM 6th Edition | WB Right | 0.875 | 8.9 | A |
| 3 | Prairie City/American Aggregates Rd | Signalized | HCM 6th Edition | NB U-T | 0.641 | 28.8 | C |
| 4 | Prairie City/Iron Point | Signalized | HCM 6th Edition | SB Left | 0.773 | 64.5 | E |
| 5 | Iron Point/Grover | Signalized | HCM 6th Edition | EB Left | 0.596 | 42.3 | D |
| 6 | Iron Pt/Oak Ave Pkwy | Signalized | HCM 6th Edition | EB Left | 0.480 | 37.8 | D |
| 7 | Iron Pt/ W Kaiser access | Two-way stop | HCM 6th Edition | NB Right | 0.085 | 12.9 | B |
| 8 | Iron Pt/Rowberry | Signalized | HCM 6th Edition | EB Left | 0.506 | 14.2 | B |
| 9 | Iron Pt/Safe Credit Union access | Two-way stop | HCM 6th Edition | WB U-T | 0.053 | 23.1 | C |
| 10 | Iron Pt/Broadstone | Signalized | HCM 6th Edition | WB U-T | 0.373 | 19.6 | B |
| 11 | Iron Pt/E Bidwell | Signalized | HCM 6th Edition | WB Left | 1.003 | 94.3 | F |
| 12 | E Bidwell/WB 50 | Signalized | HCM 6th Edition | WB Right | 0.997 | 35.1 | D |
| 13 | E Bidwell/EB 50 | Signalized | HCM 6th Edition | SB Right | 0.916 | 21.5 | C |
| 14 | Lot 6 access | Two-way stop | HCM 6th Edition | NB Left | 0.013 | 8.8 | A |
| 15 | Lot 1 access | Two-way stop | HCM 6th Edition | SB Left | 0.079 | 9.3 | A |
| 16 | Oak Ave Pkwy/WB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | A |
| 17 | Oak Ave Pkwy/EB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | 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: Prairie City/US 50 EB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 8.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.785 |

Intersection Setup

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\|r |  |  | \|\| |  |  | r\|r\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 50.00 | 100.0 | 100.0 | 100.0 | 470.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 338 | 115 | 0 | 517 | 0 | 951 | 3 | 49 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 18 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 338 | 97 | 0 | 517 | 0 | 951 | 3 | 37 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.950 | 0.950 | 1.000 | 0.950 | 1.000 | 0.950 | 0.950 | 0.950 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 89 | 26 | 0 | 136 | 0 | 250 | 1 | 10 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 356 | 102 | 0 | 544 | 0 | 1001 | 3 | 39 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 65 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Split | Split | Split | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | Yes | | | Yes | | | No | | | | |
| Maximum Recall | | No | | | No | | | No | | | | |
| Pedestrian Recall | | No | | | No | | | No | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | C | R | C | L | C | R | |
|---|------|------|------|------|------|------|--|
| C, Cycle Length [s] | 27 | 27 | 27 | 27 | 27 | 27 | |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| l2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | |
| g_i, Effective Green Time [s] | 6 | 6 | 6 | 10 | 10 | 10 | |
| g / C, Green / Cycle | 0.24 | 0.24 | 0.24 | 0.38 | 0.38 | 0.38 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.10 | 0.06 | 0.15 | 0.28 | 0.28 | 0.02 | |
| s, saturation flow rate [veh/h] | 3589 | 1602 | 3589 | 1795 | 1796 | 1602 | |
| c, Capacity [veh/h] | 853 | 381 | 853 | 685 | 685 | 611 | |
| d1, Uniform Delay [s] | 8.64 | 8.31 | 9.17 | 7.11 | 7.11 | 5.25 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.12 | 0.14 | 0.30 | 0.58 | 0.58 | 0.02 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

| | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|------|--|
| X, volume / capacity | 0.42 | 0.27 | 0.64 | 0.73 | 0.73 | 0.06 | |
| d, Delay for Lane Group [s/veh] | 8.76 | 8.45 | 9.47 | 7.69 | 7.69 | 5.27 | |
| Lane Group LOS | A | A | A | A | A | A | |
| Critical Lane Group | No | No | Yes | Yes | No | No | |
| 50th-Percentile Queue Length [veh/ln] | 0.56 | 0.32 | 0.92 | 1.29 | 1.29 | 0.07 | |
| 50th-Percentile Queue Length [ft/ln] | 13.99 | 7.88 | 23.00 | 32.32 | 32.32 | 1.77 | |
| 95th-Percentile Queue Length [veh/ln] | 1.01 | 0.57 | 1.66 | 2.33 | 2.33 | 0.13 | |
| 95th-Percentile Queue Length [ft/ln] | 25.19 | 14.19 | 41.41 | 58.18 | 58.17 | 3.18 | |

Movement, Approach, & Intersection Results

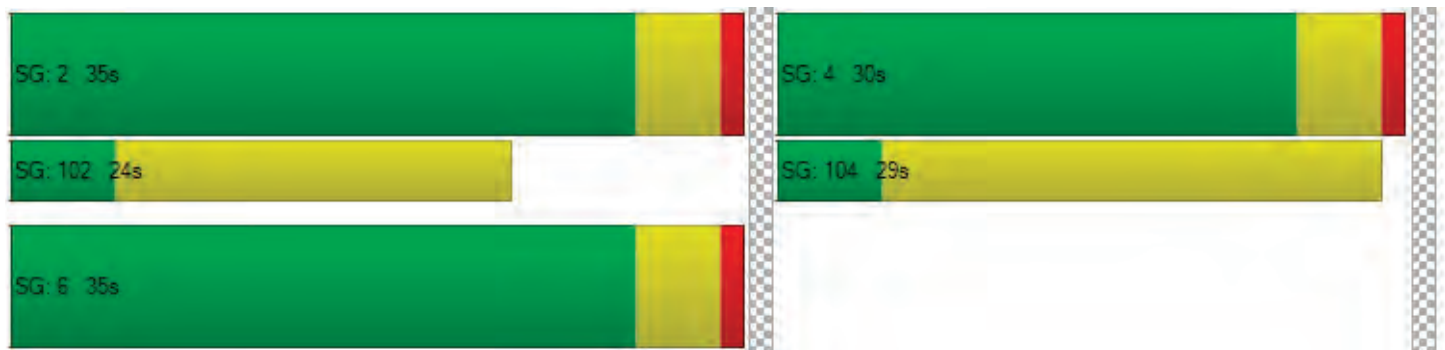
| | | | | | | | | | | | | |
|---------------------------------|------|-------|------|------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 8.76 | 8.45 | 0.00 | 9.47 | 0.00 | 7.69 | 7.69 | 5.27 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | A | | A | A | A | | | |
| d_A, Approach Delay [s/veh] | | 8.69 | | | 9.47 | | | 7.60 | | | | 0.00 |
| Approach LOS | | A | | | A | | | A | | | | A |
| d_I, Intersection Delay [s/veh] | | 8.34 | | | | | | | | | | |
| Intersection LOS | | A | | | | | | | | | | |
| Intersection V/C | | 0.785 | | | | | | | | | | |

Other Modes

| | | | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | 0.0 | | 0.0 | | 0.0 | | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| d_p, Pedestrian Delay [s] | | 5.83 | | 0.00 | | 0.00 | | 0.00 | | 5.83 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.462 | | 0.000 | | 0.000 | | 0.000 | | 1.471 |
| Crosswalk LOS | | B | | F | | F | | F | | A |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | | 2000 | | 2000 | | 2000 | | 2000 | | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | | 2247 | | 2247 | | 1871 | | 0 | | 0 |
| d_b, Bicycle Delay [s] | | 0.20 | | 0.20 | | 0.06 | | 13.31 | | 13.31 |
| I_b,int, Bicycle LOS Score for Intersection | | 1.952 | | 2.008 | | 3.300 | | 4.132 | | 4.132 |
| Bicycle LOS | | A | | B | | C | | D | | D |

Sequence

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



**Intersection Level Of Service Report
Intersection 2: Prairie City/US 50 WB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 8.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.875 |

Intersection Setup

| Name | Prairie City | | Prairie City | | WB 50 off | |
|------------------------------|--------------|--------|--------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↑↑↔ | | ↑↑ | | ↔↔↔ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 400.00 | 100.00 | 100.00 | 600.00 | 600.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Prairie City | | Prairie City | | WB 50 off | |
|--|--------------|--------|--------------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1215 | 74 | 0 | 392 | 125 | 522 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 104 |
| Total Hourly Volume [veh/h] | 1215 | 74 | 0 | 392 | 125 | 418 |
| Peak Hour Factor | 0.8800 | 0.9400 | 1.0000 | 0.8800 | 0.9400 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 345 | 20 | 0 | 111 | 33 | 119 |
| Total Analysis Volume [veh/h] | 1381 | 79 | 0 | 445 | 133 | 475 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Unsignalized | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|--------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 6 | 0 | 0 | 6 | 6 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 50 | 0 |
| Amber [s] | 4.1 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 56 | 0 |
| Vehicle Extension [s] | 1.5 | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 20 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.1 | 0.0 | 0.0 | 3.1 | 3.1 | 0.0 |
| Minimum Recall | Yes | | | Yes | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | L | R |
|---|------|------|-------|-------|
| C, Cycle Length [s] | 33 | 33 | 33 | 33 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 15 | 15 | 8 | 8 |
| g / C, Green / Cycle | 0.46 | 0.46 | 0.24 | 0.24 |
| (v / s)_i Volume / Saturation Flow Rate | 0.39 | 0.13 | 0.07 | 0.17 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 1795 | 2791 |
| c, Capacity [veh/h] | 1624 | 1624 | 424 | 660 |
| d1, Uniform Delay [s] | 8.04 | 5.60 | 10.58 | 11.80 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.50 | 0.03 | 0.15 | 0.56 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | |
|---------------------------------------|--------|-------|-------|-------|
| X, volume / capacity | 0.85 | 0.27 | 0.31 | 0.72 |
| d, Delay for Lane Group [s/veh] | 8.54 | 5.64 | 10.73 | 12.36 |
| Lane Group LOS | A | A | B | B |
| Critical Lane Group | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 2.54 | 0.55 | 0.62 | 1.26 |
| 50th-Percentile Queue Length [ft/ln] | 63.53 | 13.82 | 15.60 | 31.46 |
| 95th-Percentile Queue Length [veh/ln] | 4.57 | 0.99 | 1.12 | 2.26 |
| 95th-Percentile Queue Length [ft/ln] | 114.35 | 24.87 | 28.08 | 56.62 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|------|------|------|-------|-------|
| d_M, Delay for Movement [s/veh] | 8.54 | 0.00 | 0.00 | 5.64 | 10.73 | 12.36 |
| Movement LOS | A | | | A | B | B |
| d_A, Approach Delay [s/veh] | 8.54 | | 5.64 | | 12.00 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 8.88 | | | | | |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.875 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 7.54 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 2.391 |
| Crosswalk LOS | F | F | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 3042 | 3042 | 3042 |
| d_b, Bicycle Delay [s] | 4.55 | 4.55 | 4.55 |
| I_b,int, Bicycle LOS Score for Intersection | 2.699 | 1.927 | 1.560 |
| Bicycle LOS | B | A | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 3: Prairie City/American Aggregates Rd**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 28.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.641 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100 | 100. | 100. | 100. | 400. | 100. | 100. | 100. | 100.0 | 100.0 | 100.0 | 130.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | | No | | | | No | | | No | | |
| Crosswalk | No | | | | Yes | | | | Yes | | | Yes | | |

Volumes

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|--|--------------|------|------|------|--------------|------|------|------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 46 | 8 | 159 | 92 | 5 | 168 | 143 | 4 | 22 | 3 | 44 | 175 | 1 | 276 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 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 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 80 |
| Total Hourly Volume [veh/h] | 46 | 8 | 159 | 72 | 5 | 168 | 143 | 4 | 22 | 3 | 0 | 175 | 1 | 196 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.78 | 0.78 | 0.81 | 0.78 | 0.780 | 0.780 | 0.810 | 0.810 | 0.780 | 0.780 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 14 | 2 | 491 | 22 | 2 | 54 | 444 | 1 | 7 | 1 | 0 | 54 | 0 | 63 |
| Total Analysis Volume [veh/h] | 57 | 10 | 196 | 89 | 6 | 215 | 177 | 5 | 28 | 4 | 0 | 216 | 1 | 251 |
| 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 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | 51 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 51 | | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 2 | | | | 0 | | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | 2 | | |
| 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] | 164 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Per | Per | Prot | Per | Per | Split | Split | Split | Split | Split | Split |
|------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 0 | 3 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 0 |
| Maximum Green [s] | 0 | 30 | 50 | 0 | 0 | 50 | 50 | 0 | 30 | 24 | 0 | 0 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 3.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 56 | 0 | 0 | 55 | 56 | 0 | 0 | 29 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 2.0 | 5.0 | 0.0 | 3.0 | 2.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 18 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 2.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | | | No | |
| Maximum Recall | | No | No | | | No | No | | | No | | | No | |
| Pedestrian Recall | | 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 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| C, Cycle Length [s] | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.00 | 6.00 | 4.50 | 6.00 | 6.00 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.00 | 4.00 | 2.50 | 4.00 | 4.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 5 | 96 | 96 | 13 | 104 | 104 | 4 | 4 | 4 | 32 | 32 | 32 |
| g / C, Green / Cycle | 0.03 | 0.59 | 0.59 | 0.08 | 0.63 | 0.63 | 0.02 | 0.02 | 0.02 | 0.19 | 0.19 | 0.19 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02 | 0.39 | 0.06 | 0.06 | 0.35 | 0.00 | 0.01 | 0.00 | 0.00 | 0.12 | 0.09 | 0.09 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 1588 | 3486 | 5094 | 1602 | 3486 | 1885 | 1589 | 1781 | 1479 | 1477 |
| c, Capacity [veh/h] | 106 | 2980 | 929 | 270 | 3218 | 1012 | 82 | 45 | 38 | 347 | 288 | 288 |
| d1, Uniform Delay [s] | 78.58 | 22.99 | 14.96 | 74.53 | 17.07 | 11.16 | 78.82 | 78.35 | 0.00 | 60.49 | 58.10 | 57.68 |
| k, delay calibration | 0.04 | 0.50 | 0.50 | 0.04 | 0.50 | 0.50 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.29 | 1.16 | 0.21 | 2.34 | 0.69 | 0.01 | 0.90 | 0.32 | 0.00 | 0.68 | 0.39 | 0.39 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| X, volume / capacity | 0.63 | 0.66 | 0.10 | 0.82 | 0.55 | 0.00 | 0.34 | 0.09 | 0.00 | 0.62 | 0.44 | 0.44 |
| d, Delay for Lane Group [s/veh] | 80.88 | 24.15 | 15.17 | 76.87 | 17.75 | 11.16 | 79.72 | 78.67 | 0.00 | 61.17 | 58.49 | 58.07 |
| Lane Group LOS | F | C | B | E | B | B | E | E | A | E | E | E |
| Critical Lane Group | No | Yes | No | Yes | No | No | Yes | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 1.44 | 17.37 | 1.56 | 4.71 | 12.81 | 0.07 | 0.60 | 0.17 | 0.00 | 8.37 | 4.69 | 4.65 |
| 50th-Percentile Queue Length [ft/ln] | 36.10 | 434.3 | 39.05 | 117.6 | 320.1 | 1.80 | 14.94 | 4.27 | 0.00 | 209.3 | 117.2 | 116.2 |
| 95th-Percentile Queue Length [veh/ln] | 2.60 | 24.21 | 2.81 | 8.27 | 18.68 | 0.13 | 1.08 | 0.31 | 0.00 | 13.12 | 8.24 | 8.19 |
| 95th-Percentile Queue Length [ft/ln] | 64.99 | 605.2 | 70.29 | 206.6 | 466.8 | 3.24 | 26.89 | 7.68 | 0.00 | 327.9 | 206.0 | 204.6 |

Movement, Approach, & Intersection Results

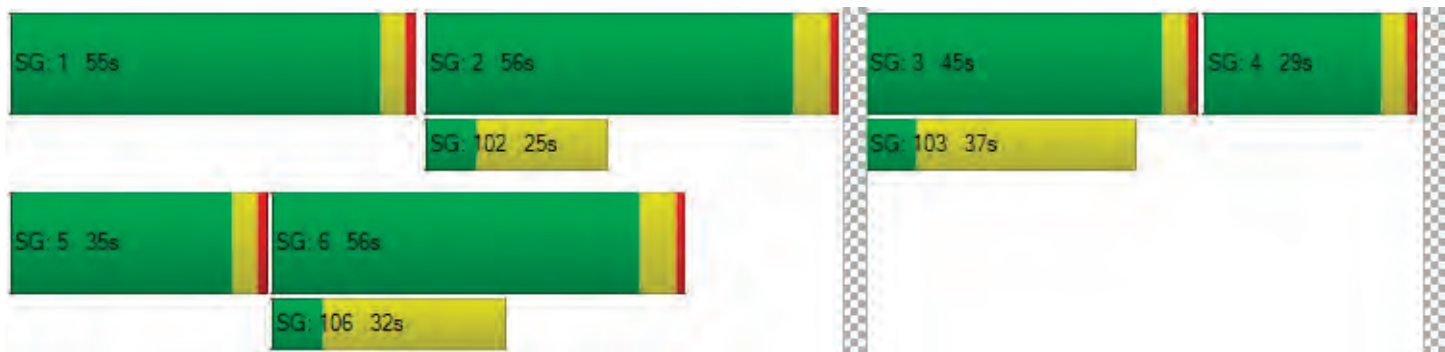
| | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 80.8 | 80.8 | 24.1 | 15.1 | 76.8 | 76.8 | 17.7 | 11.1 | 79.72 | 78.67 | 39.34 | 61.17 | 58.49 | 58.28 |
| Movement LOS | F | F | C | B | E | E | B | B | E | E | D | E | E | E |
| d_A, Approach Delay [s/veh] | 25.56 | | | 24.27 | | | 79.59 | | | 59.61 | | | | |
| Approach LOS | C | | | C | | | E | | | E | | | | |
| d_I, Intersection Delay [s/veh] | 28.82 | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | |
| Intersection V/C | 0.641 | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 | 11.0 |
| 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 | 71.38 | 71.38 | 71.38 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.346 | 2.559 | 2.613 |
| Crosswalk LOS | F | C | B | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 610 | 610 | 299 | 494 |
| d_b, Bicycle Delay [s] | 39.63 | 39.63 | 59.34 | 46.51 |
| I_b,int, Bicycle LOS Score for Intersection | 2.705 | 2.542 | 1.685 | 2.464 |
| Bicycle LOS | B | B | A | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 64.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.773 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 212 | 101 | 663 | 15 | 433 | 102 | 37 | 1 | 32 | 238 | 131 | 14 | 458 | 315 | 439 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 212 | 101 | 663 | 15 | 433 | 102 | 37 | 1 | 32 | 238 | 131 | 14 | 458 | 315 | 439 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 63 | 302 | 197 | 4 | 129 | 304 | 11 | 0 | 10 | 71 | 39 | 4 | 136 | 94 | 131 |
| Total Analysis Volume [veh/h] | 4 | 252 | 121 | 789 | 18 | 515 | 121 | 44 | 1 | 38 | 283 | 156 | 17 | 545 | 375 | 523 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 74 | | | | 0 | | | | 1 | | | | 54 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 1 | | | | 54 | | | | 74 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 58 | | | | 2 | | | | 134 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 134 | | | | 2 | | | | 58 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 40 | 0 | 0 | 35 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 40 | 0 | 0 | 40 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 6.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 6.6 | 0.0 | 0.0 | 2.0 | 5.9 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 185 | 185 | 185 | 185 | 185 | 185 | 185 | 185 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 16 | 75 | 25 | 84 | 4 | 33 | 32 | 61 |
| g / C, Green / Cycle | 0.09 | 0.40 | 0.14 | 0.45 | 0.02 | 0.18 | 0.17 | 0.33 |
| (v / s)_i Volume / Saturation Flow Rate | 0.07 | 0.34 | 0.15 | 0.24 | 0.01 | 0.06 | 0.16 | 0.07 |
| s, saturation flow rate [veh/h] | 3486 | 3589 | 3486 | 5135 | 3486 | 5135 | 3486 | 5135 |
| c, Capacity [veh/h] | 298 | 1445 | 480 | 2322 | 70 | 916 | 603 | 1702 |
| d1, Uniform Delay [s] | 83.50 | 49.79 | 79.77 | 36.39 | 89.86 | 66.08 | 75.45 | 44.62 |
| k, delay calibration | 0.04 | 0.50 | 0.04 | 0.50 | 0.04 | 0.55 | 0.04 | 0.37 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.81 | 5.92 | 52.49 | 0.85 | 2.59 | 0.97 | 3.00 | 0.22 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|--------|--------|--------|
| X, volume / capacity | 0.86 | 0.84 | 1.11 | 0.52 | 0.56 | 0.31 | 0.93 | 0.22 |
| d, Delay for Lane Group [s/veh] | 86.31 | 55.72 | 132.26 | 37.24 | 92.45 | 67.05 | 78.45 | 44.84 |
| Lane Group LOS | F | E | F | D | F | E | E | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.21 | 26.57 | 15.04 | 13.62 | 0.96 | 4.01 | 13.53 | 4.28 |
| 50th-Percentile Queue Length [ft/ln] | 155.29 | 664.15 | 376.06 | 340.52 | 24.05 | 100.25 | 338.15 | 106.95 |
| 95th-Percentile Queue Length [veh/ln] | 10.30 | 35.02 | 22.44 | 19.67 | 1.73 | 7.22 | 19.56 | 7.67 |
| 95th-Percentile Queue Length [ft/ln] | 257.48 | 875.47 | 561.07 | 491.84 | 43.29 | 180.45 | 488.94 | 191.76 |

Movement, Approach, & Intersection Results

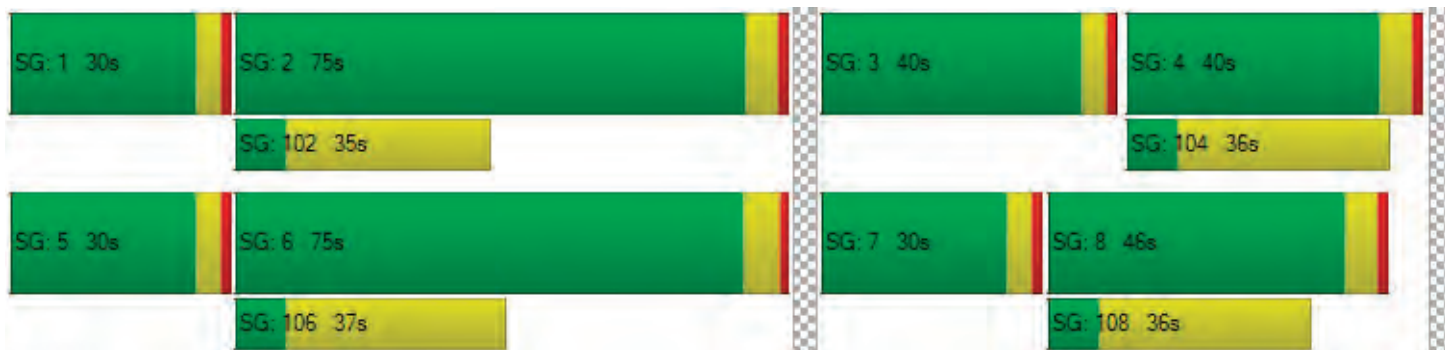
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 86.3 | 86.3 | 55.7 | 0.00 | 132. | 132. | 37.2 | 0.00 | 92.4 | 92.4 | 67.0 | 0.00 | 78.4 | 78.4 | 44.8 | 0.00 |
| Movement LOS | F | F | E | | F | F | D | | F | F | E | | E | E | D | |
| d_A, Approach Delay [s/veh] | 61.06 | | | | 66.16 | | | | 70.13 | | | | 65.00 | | | |
| Approach LOS | E | | | | E | | | | E | | | | E | | | |
| d_I, Intersection Delay [s/veh] | 64.53 | | | | | | | | | | | | | | | |
| Intersection LOS | E | | | | | | | | | | | | | | | |
| Intersection V/C | 0.773 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 70.73 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 81.84 | 81.84 | 81.84 | 81.84 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.233 | 3.208 | 3.093 | 3.170 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 751 | 746 | 373 | 438 |
| d_b, Bicycle Delay [s] | 36.06 | 36.38 | 61.23 | 56.44 |
| I_b,int, Bicycle LOS Score for Intersection | 2.766 | 2.239 | 1.716 | 1.775 |
| Bicycle LOS | C | 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 5: Iron Point/Grover**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 42.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.596 |

Intersection Setup

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | | | | | | | | | | | | | | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 100. | 100. | 100. | 200. | 200. | 100. | 100. | 230. | 210. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | No | | | |

Volumes

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|--------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 124 | 33 | 18 | 0 | 83 | 26 | 77 | 92 | 123 | 116 | 58 | 29 | 44 | 968 | 91 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 21 |
| Total Hourly Volume [veh/h] | 0 | 124 | 33 | 13 | 0 | 83 | 26 | 52 | 92 | 123 | 116 | 39 | 29 | 44 | 968 | 70 |
| Peak Hour Factor | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 40 | 11 | 4 | 0 | 27 | 8 | 17 | 30 | 40 | 378 | 13 | 9 | 14 | 314 | 23 |
| Total Analysis Volume [veh/h] | 0 | 161 | 43 | 17 | 0 | 108 | 34 | 68 | 119 | 160 | 151 | 51 | 38 | 57 | 125 | 91 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 16 | | | | 411 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 411 | | | | 16 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 7 | | | | 338 | | | | 28 | | | | 25 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 28 | | | | 25 | | | | 7 | | | | 338 | | | |
| 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 | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 0 | 0 | 3 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 30 | 69 | 0 | 0 | 30 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 15 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|----|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 27 |
| Pedestrian Clearance [s] | 30 |

Lane Group Calculations

| Lane Group | L | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 144 | 144 | 144 | 144 | 144 | 144 | 144 | 144 | 144 | 144 | 144 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 11 | 11 | 40 | 40 | 40 | 24 | 65 | 65 | 9 | 50 | 50 |
| g / C, Green / Cycle | 0.08 | 0.08 | 0.28 | 0.28 | 0.28 | 0.17 | 0.45 | 0.45 | 0.07 | 0.35 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.06 | 0.06 | 0.02 | 0.06 | 0.16 | 0.30 | 0.03 | 0.05 | 0.25 | 0.08 |
| s, saturation flow rate [veh/h] | 1781 | 1781 | 1781 | 1870 | 1061 | 1781 | 5094 | 1528 | 1781 | 5094 | 1144 |
| c, Capacity [veh/h] | 136 | 136 | 493 | 518 | 294 | 302 | 2296 | 689 | 117 | 1768 | 397 |
| d1, Uniform Delay [s] | 65.65 | 65.65 | 40.17 | 38.44 | 39.42 | 59.07 | 30.98 | 22.50 | 66.60 | 40.87 | 32.66 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.22 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.32 | 4.32 | 0.08 | 0.02 | 0.15 | 20.31 | 0.56 | 0.08 | 5.09 | 0.92 | 0.50 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.81 | 0.81 | 0.22 | 0.07 | 0.23 | 0.93 | 0.66 | 0.07 | 0.81 | 0.71 | 0.23 |
| d, Delay for Lane Group [s/veh] | 69.97 | 69.97 | 40.26 | 38.46 | 39.57 | 79.39 | 31.54 | 22.58 | 71.68 | 41.79 | 33.15 |
| Lane Group LOS | E | E | D | D | D | E | C | C | E | D | C |
| Critical Lane Group | Yes | No | No | No | Yes | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.18 | 4.18 | 3.01 | 0.91 | 1.86 | 11.76 | 13.85 | 1.02 | 3.63 | 13.11 | 2.30 |
| 50th-Percentile Queue Length [ft/ln] | 104.61 | 104.61 | 75.24 | 22.65 | 46.62 | 294.0 | 346.1 | 25.57 | 90.85 | 327.6 | 57.58 |
| 95th-Percentile Queue Length [veh/ln] | 7.53 | 7.53 | 5.42 | 1.63 | 3.36 | 17.39 | 19.95 | 1.84 | 6.54 | 19.04 | 4.15 |
| 95th-Percentile Queue Length [ft/ln] | 188.30 | 188.30 | 135.4 | 40.77 | 83.91 | 434.6 | 498.7 | 46.03 | 163.5 | 476.0 | 103.6 |

Movement, Approach, & Intersection Results

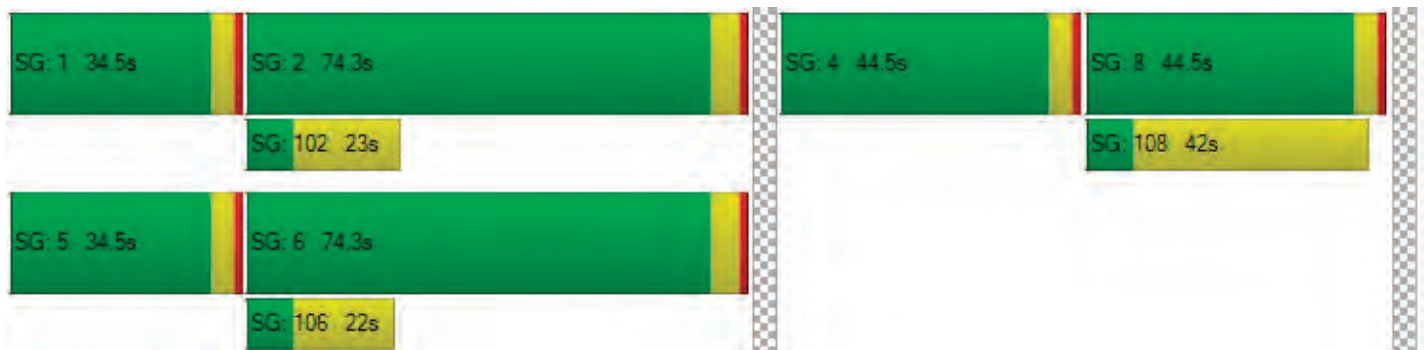
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 69.9 | 69.9 | 69.9 | 69.9 | 40.2 | 40.2 | 38.4 | 39.5 | 79.3 | 79.3 | 31.5 | 22.5 | 71.6 | 71.6 | 41.7 | 33.1 |
| Movement LOS | E | E | E | E | D | D | D | D | E | E | C | C | E | E | D | C |
| d_A, Approach Delay [s/veh] | 69.97 | | | | 39.74 | | | | 38.54 | | | | 43.22 | | | |
| Approach LOS | E | | | | D | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 42.29 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.596 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|--------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 11.0 | | | | 0.0 | | | |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 145.93 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| d_p, Pedestrian Delay [s] | 61.56 | | | | 61.56 | | | | 61.56 | | | | 0.00 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.096 | | | | 2.323 | | | | 3.186 | | | | 0.000 | | | |
| Crosswalk LOS | B | | | | B | | | | C | | | | F | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 555 | | | | 555 | | | | 957 | | | | 957 | | | |
| d_b, Bicycle Delay [s] | 37.68 | | | | 37.68 | | | | 19.64 | | | | 19.64 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.667 | | | | 1.769 | | | | 2.496 | | | | 2.344 | | | |
| Bicycle LOS | A | | | | A | | | | B | | | | B | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 6: Iron Pt/Oak Ave Pkwy**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 37.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.480 |

Intersection Setup

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|------------------------------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | T T T | | | T T T | | | T T T | | |
| Turning Movement | U-turn | Left | Right | U-turn | Left | Thru | U-turn | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 200.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 250.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | |
| Crosswalk | Yes | | | No | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|--|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 177 | 228 | 45 | 397 | 858 | 9 | 671 | 182 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 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 |
| Total Hourly Volume [veh/h] | 3 | 177 | 228 | 45 | 397 | 858 | 9 | 671 | 182 |
| Peak Hour Factor | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 |
| Other Adjustment Factor | 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 | 52 | 67 | 13 | 117 | 252 | 3 | 197 | 54 |
| Total Analysis Volume [veh/h] | 4 | 208 | 268 | 53 | 467 | 1009 | 11 | 789 | 214 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 106 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fixed time |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissi | Permissi | Unsignali | Permissi | Protecte | Permissi | Protecte | Permissi | Unsignali |
|------------------------------|----------|----------|-----------|----------|----------|----------|----------|----------|-----------|
| Signal Group | 0 | 8 | 0 | 0 | 5 | 2 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | |
| Lead / Lag | - | Lead | - | - | Lead | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 10 | 5 | 10 | 0 |
| Maximum Green [s] | 0 | 25 | 0 | 0 | 25 | 40 | 25 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 3.5 | 5.3 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 46 | 30 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.3 | 2.0 | 5.4 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 27 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 2.5 | 4.3 | 0.0 |
| Minimum Recall | | No | | | No | Yes | No | Yes | |
| Maximum Recall | | No | | | No | No | No | No | |
| Pedestrian Recall | | 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 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 7 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | L | C | L | C |
|---|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 114 | 114 | 114 | 114 | 114 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 5.30 | 4.50 | 6.30 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 3.30 | 2.50 | 4.30 |
| g_i, Effective Green Time [s] | 26 | 26 | 41 | 26 | 40 |
| g / C, Green / Cycle | 0.22 | 0.22 | 0.36 | 0.22 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.15 | 0.28 | 0.01 | 0.22 |
| s, saturation flow rate [veh/h] | 3486 | 3486 | 3589 | 1795 | 3589 |
| c, Capacity [veh/h] | 780 | 780 | 1281 | 402 | 1250 |
| d1, Uniform Delay [s] | 36.58 | 40.37 | 32.78 | 34.56 | 31.04 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.86 | 4.49 | 4.95 | 0.13 | 2.43 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | |
|---------------------------------------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.27 | 0.67 | 0.79 | 0.03 | 0.63 |
| d, Delay for Lane Group [s/veh] | 37.44 | 44.86 | 37.73 | 34.69 | 33.47 |
| Lane Group LOS | D | D | D | C | C |
| Critical Lane Group | Yes | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 2.54 | 7.12 | 13.15 | 0.25 | 9.40 |
| 50th-Percentile Queue Length [ft/ln] | 63.55 | 177.91 | 328.65 | 6.36 | 234.99 |
| 95th-Percentile Queue Length [veh/ln] | 4.58 | 11.49 | 19.09 | 0.46 | 14.43 |
| 95th-Percentile Queue Length [ft/ln] | 114.40 | 287.29 | 477.30 | 11.44 | 360.70 |

Movement, Approach, & Intersection Results

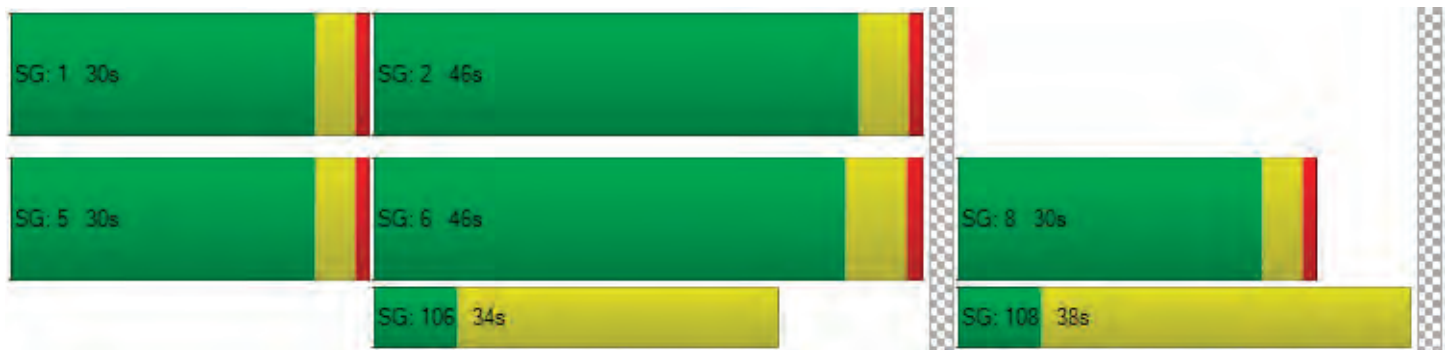
| | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 37.44 | 37.44 | 0.00 | 44.86 | 44.86 | 37.73 | 34.69 | 33.47 | 0.00 |
| Movement LOS | D | D | | D | D | D | C | C | |
| d_A, Approach Delay [s/veh] | 37.44 | | | 40.15 | | | 33.48 | | |
| Approach LOS | D | | | D | | | C | | |
| d_I, Intersection Delay [s/veh] | 37.83 | | | | | | | | |
| Intersection LOS | D | | | | | | | | |
| Intersection V/C | 0.480 | | | | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 46.53 | 0.00 | 46.53 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.575 | 0.000 | 2.886 |
| Crosswalk LOS | B | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 447 | 714 | 696 |
| d_b, Bicycle Delay [s] | 34.35 | 23.57 | 24.21 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.436 | 2.220 |
| Bicycle LOS | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 7: Iron Pt/ W Kaiser access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.085 |

Intersection Setup

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|------------------------------|-----------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|---|-----------------|--------|---------|--------|---------|--------|
| Base Volume Input [veh/h] | 0 | 38 | 964 | 83 | 0 | 865 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 38 | 964 | 83 | 0 | 865 |
| Peak Hour Factor | 1.0000 | 0.9100 | 0.9100 | 0.9100 | 1.0000 | 0.9100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 10 | 265 | 23 | 0 | 238 |
| Total Analysis Volume [veh/h] | 0 | 42 | 1059 | 91 | 0 | 951 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.08 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 12.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 6.90 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.92 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.25 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 8: Iron Pt/Rowberry**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 14.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.506 |

Intersection Setup

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T | | | | T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 220. | 100. | 100. | 100. | 30.0 | 100. | 100. | 100. | 100. | 325. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | No | | | | Yes | | | |

Volumes

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|--|----------|------|------|------|----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 141 | 3 | 207 | 0 | 12 | 0 | 33 | 22 | 74 | 805 | 101 | 1 | 164 | 669 | 12 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 139 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 141 | 3 | 68 | 0 | 12 | 0 | 12 | 22 | 74 | 805 | 96 | 1 | 164 | 669 | 12 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.93 | 0.95 | 0.95 | 0.95 | 0.95 | 0.93 | 0.95 | 0.93 | 0.95 | 0.95 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 38 | 1 | 18 | 0 | 3 | 0 | 3 | 6 | 19 | 212 | 26 | 0 | 44 | 176 | 3 |
| Total Analysis Volume [veh/h] | 0 | 152 | 3 | 73 | 0 | 13 | 0 | 13 | 23 | 78 | 847 | 103 | 1 | 176 | 704 | 13 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 150 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 40 | 0 | 0 | 25 | 40 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 45 | 0 | 0 | 30 | 45 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| C, Cycle Length [s] | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 5 | 5 | 5 | 2 | 2 | 4 | 19 | 19 | 5 | 20 | 20 |
| g / C, Green / Cycle | 0.10 | 0.10 | 0.10 | 0.03 | 0.03 | 0.08 | 0.40 | 0.40 | 0.09 | 0.41 | 0.41 |
| (v / s)_i Volume / Saturation Flow Rate | 0.04 | 0.04 | 0.05 | 0.01 | 0.01 | 0.06 | 0.24 | 0.06 | 0.05 | 0.20 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 1784 | 1589 | 1795 | 1589 | 1795 | 3589 | 1589 | 3459 | 3589 | 1602 |
| c, Capacity [veh/h] | 174 | 174 | 155 | 56 | 49 | 138 | 1423 | 630 | 322 | 1482 | 661 |
| d1, Uniform Delay [s] | 20.96 | 20.96 | 21.01 | 23.29 | 23.31 | 22.23 | 11.73 | 9.58 | 21.34 | 10.56 | 8.56 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.67 | 0.67 | 0.83 | 0.79 | 1.05 | 2.78 | 0.69 | 0.21 | 0.54 | 0.41 | 0.02 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| X, volume / capacity | 0.45 | 0.45 | 0.47 | 0.23 | 0.26 | 0.73 | 0.60 | 0.16 | 0.55 | 0.48 | 0.02 |
| d, Delay for Lane Group [s/veh] | 21.63 | 21.63 | 21.84 | 24.08 | 24.36 | 25.01 | 12.42 | 9.79 | 21.88 | 10.97 | 8.58 |
| Lane Group LOS | C | C | C | C | C | C | B | A | C | B | A |
| Critical Lane Group | No | No | Yes | No | Yes | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 0.80 | 0.80 | 0.76 | 0.15 | 0.15 | 1.15 | 3.11 | 0.63 | 0.91 | 2.33 | 0.07 |
| 50th-Percentile Queue Length [ft/ln] | 19.90 | 19.93 | 18.94 | 3.69 | 3.75 | 28.67 | 77.63 | 15.65 | 22.75 | 58.29 | 1.77 |
| 95th-Percentile Queue Length [veh/ln] | 1.43 | 1.43 | 1.36 | 0.27 | 0.27 | 2.06 | 5.59 | 1.13 | 1.64 | 4.20 | 0.13 |
| 95th-Percentile Queue Length [ft/ln] | 35.82 | 35.87 | 34.08 | 6.65 | 6.75 | 51.61 | 139.7 | 28.18 | 40.95 | 104.9 | 3.19 |

Movement, Approach, & Intersection Results

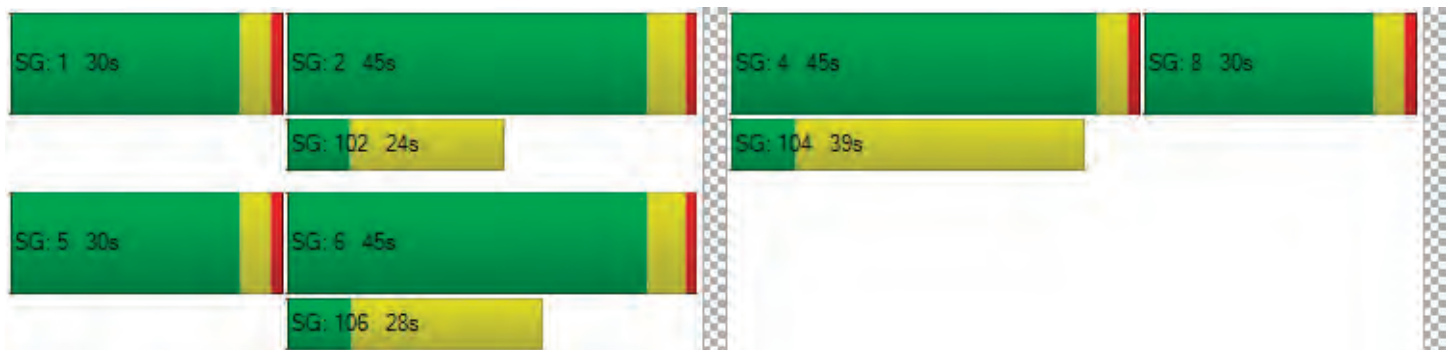
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 21.6 | 21.6 | 21.6 | 21.8 | 24.0 | 24.0 | 24.3 | 24.3 | 25.0 | 25.0 | 12.4 | 9.79 | 21.8 | 21.8 | 10.9 | 8.58 |
| Movement LOS | C | C | C | C | C | C | C | C | C | C | B | A | C | C | B | A |
| d_A, Approach Delay [s/veh] | 21.70 | | | 24.22 | | | 13.37 | | | 13.09 | | | | | | |
| Approach LOS | C | | | C | | | B | | | B | | | | | | |
| d_I, Intersection Delay [s/veh] | 14.25 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.506 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 0.0 | 11.0 |
| 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] | 14.80 | 14.80 | 0.00 | 14.80 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.590 | 1.981 | 0.000 | 2.930 |
| Crosswalk LOS | B | A | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1649 | 1038 | 1616 | 1616 |
| d_b, Bicycle Delay [s] | 0.76 | 5.68 | 0.91 | 0.91 |
| I_b,int, Bicycle LOS Score for Intersection | 1.914 | 1.616 | 2.366 | 2.296 |
| Bicycle LOS | A | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 9: Iron Pt/Safe Credit Union access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 23.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.053 |

Intersection Setup

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|------------------------------|--------------------------|--------|-----------|-------|-----------|--------|--------|
| Approach | Northbound | | Eastbound | | Westbound | | |
| Lane Configuration | | | | | | | |
| Turning Movement | Left | Right | Thru | Right | U-turn | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 90.00 | 120.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 49.21 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | | |
| Crosswalk | Yes | | No | | No | | |

Volumes

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|---|--------------------------|--------|---------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 24 | 1034 | 1 | 10 | 5 | 846 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 24 | 1034 | 1 | 10 | 5 | 846 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 6 | 272 | 0 | 3 | 1 | 223 |
| Total Analysis Volume [veh/h] | 0 | 25 | 1088 | 1 | 11 | 5 | 891 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | |
|---------------------------------------|-------|-------|------|------|-------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.05 | 0.01 | 0.00 | 0.05 | 0.01 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 12.81 | 0.00 | 0.00 | 23.08 | 11.48 | 0.00 |
| Movement LOS | | B | A | A | C | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.16 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 4.06 | 0.00 | 0.00 | 4.79 | 4.79 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.81 | | 0.00 | | 0.34 | | |
| Approach LOS | B | | A | | A | | |
| d_I, Intersection Delay [s/veh] | 0.31 | | | | | | |
| Intersection LOS | C | | | | | | |

**Intersection Level Of Service Report
Intersection 10: Iron Pt/Broadstone**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 19.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.373 |

Intersection Setup

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 270. | 100. | 100. | 200. | 230. | 100. | 100. | 270. | 240. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 240. | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | Yes | | | |

Volumes

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 60 | 55 | 40 | 1 | 100 | 37 | 247 | 27 | 285 | 705 | 51 | 12 | 15 | 520 | 45 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 247 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 45 |
| Total Hourly Volume [veh/h] | 0 | 60 | 55 | 24 | 1 | 100 | 37 | 0 | 27 | 285 | 705 | 42 | 12 | 15 | 520 | 0 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.91 | 0.94 | 0.91 | 0.94 | 0.94 | 0.94 | 0.94 | 0.91 | 0.94 | 0.91 | 0.91 | 0.91 | 0.91 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 16 | 15 | 7 | 0 | 27 | 10 | 0 | 7 | 76 | 194 | 11 | 3 | 4 | 143 | 0 |
| Total Analysis Volume [veh/h] | 0 | 64 | 59 | 26 | 1 | 110 | 39 | 0 | 29 | 303 | 775 | 45 | 13 | 16 | 571 | 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Per | Per | Per | Per | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 30 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.50 | 5.50 | 4.50 | 5.50 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 9 | 9 | 9 | 9 | 9 | 8 | 20 | 20 | 2 | 14 |
| g / C, Green / Cycle | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.13 | 0.34 | 0.34 | 0.03 | 0.24 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.03 | 0.02 | 0.03 | 0.01 | 0.10 | 0.15 | 0.03 | 0.01 | 0.11 |
| s, saturation flow rate [veh/h] | 1795 | 1880 | 1589 | 3459 | 3589 | 3486 | 5094 | 1602 | 3459 | 5094 |
| c, Capacity [veh/h] | 276 | 289 | 244 | 532 | 552 | 471 | 1747 | 549 | 113 | 1224 |
| d1, Uniform Delay [s] | 22.22 | 22.20 | 21.82 | 22.16 | 21.69 | 24.77 | 15.26 | 13.31 | 28.28 | 19.47 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.28 | 0.04 | 0.28 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.15 | 0.14 | 0.07 | 0.07 | 0.02 | 0.73 | 0.46 | 0.17 | 0.44 | 0.73 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 | 0.22 | 0.22 | 0.11 | 0.21 | 0.07 | 0.70 | 0.44 | 0.08 | 0.26 | 0.47 |
| d, Delay for Lane Group [s/veh] | 22.36 | 22.34 | 21.89 | 22.24 | 21.71 | 25.50 | 15.72 | 13.48 | 28.72 | 20.20 |
| Lane Group LOS | C | C | C | C | C | C | B | B | C | C |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 0.71 | 0.73 | 0.30 | 0.65 | 0.22 | 2.15 | 2.52 | 0.40 | 0.20 | 2.17 |
| 50th-Percentile Queue Length [ft/ln] | 17.84 | 18.25 | 7.50 | 16.14 | 5.54 | 53.86 | 63.10 | 9.93 | 4.99 | 54.23 |
| 95th-Percentile Queue Length [veh/ln] | 1.28 | 1.31 | 0.54 | 1.16 | 0.40 | 3.88 | 4.54 | 0.72 | 0.36 | 3.90 |
| 95th-Percentile Queue Length [ft/ln] | 32.12 | 32.85 | 13.50 | 29.05 | 9.97 | 96.96 | 113.5 | 17.88 | 8.99 | 97.61 |

Movement, Approach, & Intersection Results

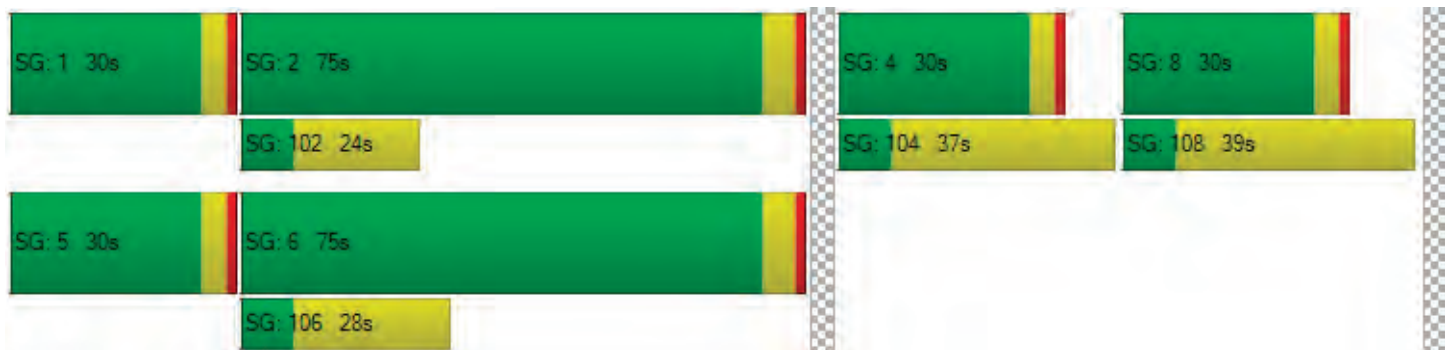
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 22.3 | 22.3 | 22.3 | 21.8 | 22.2 | 22.2 | 21.7 | 0.00 | 25.5 | 25.5 | 15.7 | 13.4 | 28.7 | 28.7 | 20.2 | 0.00 |
| Movement LOS | C | C | C | C | C | C | C | | C | C | B | B | C | C | C | |
| d_A, Approach Delay [s/veh] | 22.27 | | | 22.10 | | | 18.45 | | | 20.61 | | | | | | |
| Approach LOS | C | | | C | | | B | | | C | | | | | | |
| d_I, Intersection Delay [s/veh] | 19.63 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.373 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| 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] | 19.90 | 19.90 | 19.90 | 19.90 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.353 | 2.765 | 3.034 | 2.992 |
| Crosswalk LOS | B | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 853 | 853 | 2325 | 2325 |
| d_b, Bicycle Delay [s] | 9.83 | 9.83 | 0.79 | 0.79 |
| I_b,int, Bicycle LOS Score for Intersection | 1.726 | 1.593 | 2.032 | 1.882 |
| Bicycle LOS | A | A | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 11: Iron Pt/E Bidwell**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 94.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.003 |

Intersection Setup

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | Iron Pt | | | | |
|------------------------------|------------|-------|-------|------------|------|------|------|-----------|------|------|-----------|------|------|------|------|
| | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Approach | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | | | |
| Turning Movement | Left | Thru | Right | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 300.0 | 100.0 | 220.0 | 450. | 100. | 100. | 450. | 280. | 100. | 100. | 100. | 250. | 100. | 100. | 270. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 260. | 0.00 | 0.00 | 0.00 | 100 |
| Speed [mph] | 30.00 | | | 30.00 | | | | 30.00 | | | 30.00 | | | | |
| Grade [%] | 0.00 | | | 0.00 | | | | 0.00 | | | 0.00 | | | | |
| Curb Present | No | | | No | | | | No | | | No | | | | |
| Crosswalk | No | | | Yes | | | | Yes | | | Yes | | | | |

Volumes

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|-------|-------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 800 | 1285 | 712 | 3 | 141 | 131 | 168 | 14 | 174 | 735 | 690 | 1 | 728 | 474 | 340 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 712 | 0 | 0 | 0 | 168 | 0 | 0 | 0 | 393 | 0 | 0 | 0 | 340 |
| Total Hourly Volume [veh/h] | 800 | 1285 | 0 | 3 | 141 | 131 | 0 | 14 | 174 | 735 | 297 | 1 | 728 | 474 | 0 |
| Peak Hour Factor | 0.980 | 0.970 | 0.970 | 0.97 | 0.97 | 0.97 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.97 | 0.97 | 0.98 | 0.97 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 204 | 331 | 0 | 1 | 36 | 339 | 0 | 4 | 44 | 188 | 76 | 0 | 188 | 121 | 0 |
| Total Analysis Volume [veh/h] | 816 | 1325 | 0 | 3 | 145 | 135 | 0 | 14 | 178 | 750 | 303 | 1 | 751 | 484 | 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 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 216.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Protec | Permi | Unsig | Per | Prot | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 3 | 8 | 0 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 5 | 0 |
| Maximum Green [s] | 45 | 69 | 0 | 0 | 45 | 69 | 0 | 0 | 40 | 40 | 0 | 0 | 40 | 40 | 0 |
| Amber [s] | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 50 | 75 | 0 | 0 | 50 | 75 | 0 | 0 | 45 | 46 | 0 | 0 | 45 | 46 | 0 |
| Vehicle Extension [s] | 2.0 | 5.6 | 0.0 | 0.0 | 2.0 | 5.1 | 0.0 | 0.0 | 2.0 | 5.3 | 0.0 | 0.0 | 2.0 | 5.6 | 0.0 |
| Walk [s] | 0 | 30 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 29 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 210 | 210 | 210 | 210 | 210 | 210 | 210 | 210 | 210 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 3.30 | 2.50 | 3.30 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 |
| g_i, Effective Green Time [s] | 45 | 99 | 11 | 66 | 14 | 40 | 40 | 40 | 66 |
| g / C, Green / Cycle | 0.21 | 0.47 | 0.05 | 0.31 | 0.07 | 0.19 | 0.19 | 0.19 | 0.31 |
| (v / s)_i Volume / Saturation Flow Rate | 0.24 | 0.26 | 0.04 | 0.26 | 0.06 | 0.21 | 0.19 | 0.22 | 0.10 |
| s, saturation flow rate [veh/h] | 3459 | 5135 | 3486 | 5135 | 3459 | 3560 | 1589 | 3486 | 5094 |
| c, Capacity [veh/h] | 741 | 2428 | 186 | 1602 | 229 | 678 | 303 | 664 | 1601 |
| d1, Uniform Delay [s] | 82.59 | 39.35 | 98.38 | 67.61 | 96.99 | 85.09 | 85.09 | 85.09 | 54.60 |
| k, delay calibration | 0.06 | 0.31 | 0.04 | 0.24 | 0.04 | 0.27 | 0.47 | 0.07 | 0.31 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 48.86 | 0.56 | 2.98 | 2.90 | 3.10 | 60.12 | 50.33 | 63.12 | 0.31 |
| d3, Initial Queue Delay [s] | 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 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|-------|-------|--------|--------|
| X, volume / capacity | 1.10 | 0.55 | 0.80 | 0.85 | 0.84 | 1.11 | 1.00 | 1.13 | 0.30 |
| d, Delay for Lane Group [s/veh] | 131.45 | 39.91 | 101.35 | 70.51 | 100.0 | 145.2 | 135.4 | 148.21 | 54.91 |
| Lane Group LOS | F | D | F | E | F | F | F | F | D |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 25.28 | 16.72 | 4.13 | 23.35 | 5.35 | 24.23 | 20.81 | 24.00 | 6.67 |
| 50th-Percentile Queue Length [ft/ln] | 632.03 | 417.97 | 103.16 | 583.80 | 133.6 | 605.7 | 520.3 | 600.07 | 166.65 |
| 95th-Percentile Queue Length [veh/ln] | 35.42 | 23.42 | 7.43 | 31.28 | 9.14 | 34.13 | 28.32 | 34.23 | 10.90 |
| 95th-Percentile Queue Length [ft/ln] | 885.55 | 585.62 | 185.69 | 781.92 | 228.4 | 853.1 | 708.0 | 855.84 | 272.51 |

Movement, Approach, & Intersection Results

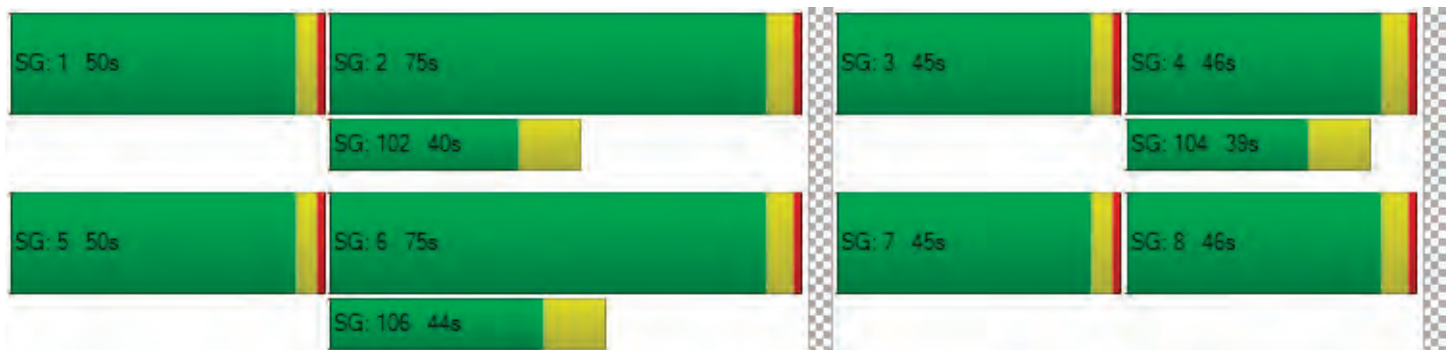
| | | | | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|------|------|------|--------|------|------|--------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 131.4 | 39.91 | 0.00 | 101. | 101. | 70.5 | 0.00 | 100. | 100. | 145. | 135. | 148. | 148. | 54.9 | 0.00 |
| Movement LOS | F | D | | F | F | E | | F | F | F | F | F | F | D | |
| d_A, Approach Delay [s/veh] | 74.80 | | | 73.54 | | | | 135.87 | | | 111.67 | | | | |
| Approach LOS | E | | | E | | | | F | | | F | | | | |
| d_I, Intersection Delay [s/veh] | 94.34 | | | | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | | | | |
| Intersection V/C | 1.003 | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 33.0 | 38.0 | 34.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 74.68 | 70.52 | 73.83 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.290 | 3.755 | 3.204 |
| Crosswalk LOS | F | C | D | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 663 | 663 | 387 | 387 |
| d_b, Bicycle Delay [s] | 46.94 | 46.94 | 68.33 | 68.33 |
| I_b,int, Bicycle LOS Score for Intersection | 2.737 | 2.308 | 2.764 | 1.826 |
| Bicycle LOS | B | B | C | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 12: E Bidwell/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 35.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.997 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | \| \| r |  | \| \| \| |  | r r r r | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 300.00 | 100.00 | 100.00 | 400.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | Yes | | Yes | |

Volumes

| Name | E Bidwell | | E Bidwell | | | |
|--|-----------|--------|-----------|--------|--------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1589 | 274 | 0 | 1516 | 79 | 1199 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1589 | 274 | 0 | 1516 | 79 | 1199 |
| Peak Hour Factor | 0.9800 | 0.9800 | 1.0000 | 0.9800 | 0.9800 | 0.9800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 405 | 70 | 0 | 387 | 20 | 306 |
| Total Analysis Volume [veh/h] | 1621 | 280 | 0 | 1547 | 81 | 1223 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 107 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 12 | 0 | 0 | 12 | 8 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 45 | 0 |
| Amber [s] | 4.8 | 0.0 | 0.0 | 4.8 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 51 | 0 |
| Vehicle Extension [s] | 4.0 | 0.0 | 0.0 | 4.0 | 3.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 19 | 0 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.8 | 0.0 | 0.0 | 3.8 | 3.1 | 0.0 |
| Minimum Recall | No | | | No | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | R | C | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 106 | 106 | 106 | 106 | 106 | 106 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.80 | 5.80 | 5.80 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.80 | 3.80 | 3.80 | 3.80 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 50 | 50 | 50 | 50 | 45 | 45 |
| g / C, Green / Cycle | 0.47 | 0.47 | 0.47 | 0.47 | 0.43 | 0.43 |
| (v / s)_i Volume / Saturation Flow Rate | 0.43 | 0.45 | 0.17 | 0.30 | 0.02 | 0.43 |
| s, saturation flow rate [veh/h] | 1885 | 1792 | 1602 | 5135 | 3486 | 2836 |
| c, Capacity [veh/h] | 888 | 844 | 755 | 2420 | 1484 | 1207 |
| d1, Uniform Delay [s] | 25.92 | 26.98 | 17.91 | 21.15 | 17.86 | 30.37 |
| k, delay calibration | 0.39 | 0.42 | 0.15 | 0.15 | 0.13 | 0.13 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 12.56 | 20.29 | 0.43 | 0.40 | 0.02 | 16.63 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.91 | 0.96 | 0.37 | 0.64 | 0.05 | 1.01 |
| d, Delay for Lane Group [s/veh] | 38.48 | 47.27 | 18.34 | 21.55 | 17.87 | 46.99 |
| Lane Group LOS | D | D | B | C | B | F |
| Critical Lane Group | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 21.08 | 23.47 | 4.38 | 9.42 | 0.58 | 17.47 |
| 50th-Percentile Queue Length [ft/ln] | 526.93 | 586.75 | 109.51 | 235.55 | 14.58 | 436.69 |
| 95th-Percentile Queue Length [veh/ln] | 28.61 | 31.42 | 7.81 | 14.46 | 1.05 | 24.55 |
| 95th-Percentile Queue Length [ft/ln] | 715.16 | 785.38 | 195.32 | 361.40 | 26.24 | 613.87 |

Movement, Approach, & Intersection Results

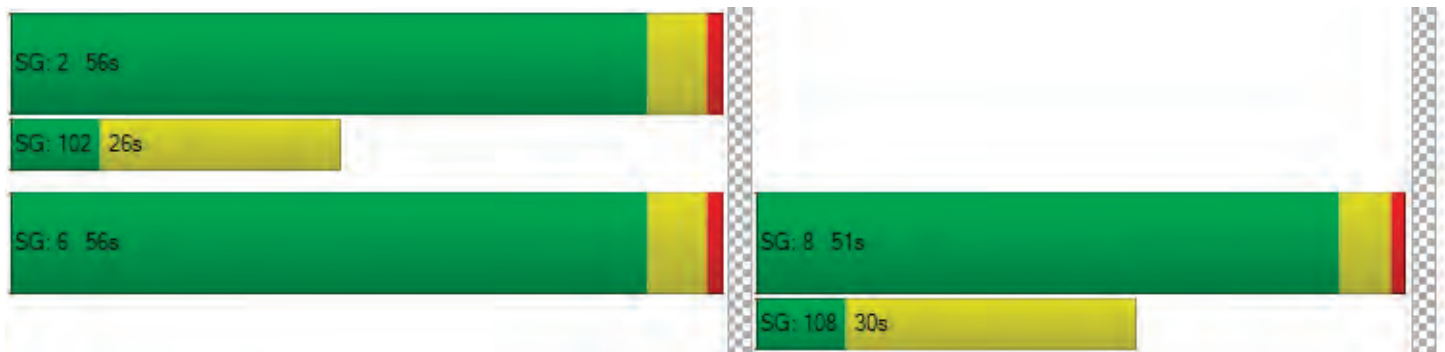
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 42.12 | 18.34 | 0.00 | 21.55 | 17.87 | 46.99 |
| Movement LOS | D | B | | C | B | F |
| d_A, Approach Delay [s/veh] | 39.26 | | 21.55 | | 45.18 | |
| Approach LOS | D | | C | | D | |
| d_I, Intersection Delay [s/veh] | 35.12 | | | | | |
| Intersection LOS | D | | | | | |
| Intersection V/C | 0.997 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 42.41 | 42.41 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.174 | 2.718 |
| Crosswalk LOS | F | C | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 950 | 950 | 869 |
| d_b, Bicycle Delay [s] | 14.56 | 14.56 | 16.91 |
| I_b,int, Bicycle LOS Score for Intersection | 3.128 | 2.410 | 1.560 |
| Bicycle LOS | C | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 13: E Bidwell/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 21.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.916 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | \|\| |  | \| \| r | | r r r | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|--|-----------|--------|-----------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 0 | 588 | 398 | 1197 | 1275 | 133 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 588 | 398 | 1197 | 1275 | 133 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 155 | 105 | 315 | 336 | 35 |
| Total Analysis Volume [veh/h] | 0 | 619 | 419 | 1260 | 1342 | 140 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 0 | 2 | 6 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 0 | 8 | 6 | 0 | 8 | 0 |
| Maximum Green [s] | 0 | 50 | 50 | 0 | 50 | 0 |
| Amber [s] | 0.0 | 4.8 | 4.1 | 0.0 | 4.8 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 56 | 56 | 0 | 56 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.8 | 3.1 | 0.0 | 3.8 | 0.0 |
| Minimum Recall | | No | No | | No | |
| Maximum Recall | | No | No | | No | |
| Pedestrian Recall | | No | No | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | C | R | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 79 | 79 | 79 | 79 | 79 | 79 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.10 | 5.10 | 5.10 | 5.80 | 5.80 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.10 | 3.10 | 3.10 | 3.80 | 3.80 |
| g_i, Effective Green Time [s] | 34 | 35 | 35 | 35 | 34 | 34 |
| g / C, Green / Cycle | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 |
| (v / s)_i Volume / Saturation Flow Rate | 0.17 | 0.22 | 0.39 | 0.39 | 0.38 | 0.09 |
| s, saturation flow rate [veh/h] | 3589 | 1885 | 1602 | 1602 | 3486 | 1602 |
| c, Capacity [veh/h] | 1530 | 820 | 697 | 697 | 1492 | 686 |
| d1, Uniform Delay [s] | 15.84 | 16.34 | 20.95 | 20.95 | 21.18 | 14.28 |
| k, delay calibration | 0.04 | 0.04 | 0.12 | 0.12 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.06 | 0.18 | 5.30 | 5.30 | 0.85 | 0.05 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|-------|
| X, volume / capacity | 0.40 | 0.51 | 0.90 | 0.90 | 0.90 | 0.20 |
| d, Delay for Lane Group [s/veh] | 15.90 | 16.53 | 26.25 | 26.25 | 22.03 | 14.33 |
| Lane Group LOS | B | B | C | C | C | B |
| Critical Lane Group | No | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 3.67 | 5.21 | 10.99 | 10.99 | 10.81 | 1.51 |
| 50th-Percentile Queue Length [ft/ln] | 91.85 | 130.25 | 274.64 | 274.64 | 270.26 | 37.64 |
| 95th-Percentile Queue Length [veh/ln] | 6.61 | 8.95 | 16.42 | 16.42 | 16.20 | 2.71 |
| 95th-Percentile Queue Length [ft/ln] | 165.33 | 223.83 | 410.53 | 410.53 | 405.06 | 67.76 |

Movement, Approach, & Intersection Results

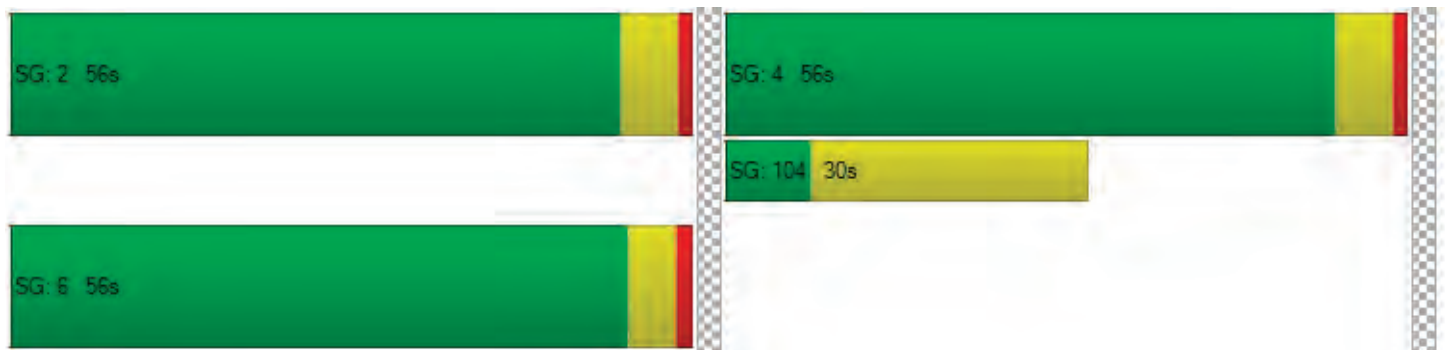
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 15.90 | 16.53 | 26.25 | 22.03 | 14.33 |
| Movement LOS | | B | B | C | C | B |
| d_A, Approach Delay [s/veh] | 15.90 | | 23.82 | | 21.30 | |
| Approach LOS | B | | C | | C | |
| d_I, Intersection Delay [s/veh] | | | 21.54 | | | |
| Intersection LOS | | | C | | | |
| Intersection V/C | | | 0.916 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 29.51 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.411 | 0.000 | 0.000 |
| Crosswalk LOS | B | F | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1263 | 1281 | 1263 |
| d_b, Bicycle Delay [s] | 5.40 | 5.14 | 5.40 |
| I_b,int, Bicycle LOS Score for Intersection | 2.070 | 2.945 | 1.560 |
| Bicycle LOS | B | C | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 14: Lot 6 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.013

Intersection Setup

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| | 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 Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 12 | 3 | 3 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 12 | 3 | 3 | 0 |
| Peak Hour Factor | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 0.920 | 0.920 | 0.920 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 |
| Total Analysis Volume [veh/h] | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 13 | 13 | 3 | 3 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 8.77 | 9.26 | 8.49 | 8.76 | 9.21 | 8.33 | 7.22 | 0.00 | 0.00 | 7.27 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.08 | 0.08 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 |
| 95th-Percentile Queue Length [ft/ln] | 1.97 | 1.97 | 1.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.14 |
| d_A, Approach Delay [s/veh] | 8.63 | | | 8.76 | | | 0.00 | | | 3.64 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.25 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Lot 1 access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.079 |

Intersection Setup

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|-----------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|---|------------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 67 | 0 | 9 | 1 | 29 | 0 | 0 | 6 | 46 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 67 | 0 | 9 | 1 | 29 | 0 | 0 | 6 | 46 |
| Peak Hour Factor | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 1.000 | 0.920 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 18 | 0 | 2 | 0 | 8 | 0 | 0 | 2 | 13 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 73 | 0 | 10 | 1 | 32 | 0 | 0 | 7 | 50 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 8.95 | 9.51 | 8.46 | 9.26 | 9.74 | 8.83 | 7.33 | 0.00 | 0.00 | 7.28 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 7.25 | 7.25 | 7.25 | 0.05 | 0.05 | 0.05 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 8.97 | | | 9.20 | | | 0.22 | | | 0.00 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.46 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 16: Oak Ave Pkwy/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|r |  |  | \|\|r | | | | | | r\|l\|l | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 100.0 | 400.0 | 100.0 | 400.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|--|--------------|-------|-------|--------------|-------|-------|----------|-------|-------|-----------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 2.00 | 2.00 | 2.00 | 3.00 | 2.00 | 3.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | | | | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Unsig | Permi | Permi | Unsig | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | | | | No | | |
| Maximum Recall | | No | | | No | | | | | No | | |
| Pedestrian Recall | | No | | | No | | | | | No | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 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 | C | C | | L | R |
|---|------|------|--|------|------|
| C, Cycle Length [s] | 9 | 9 | | 9 | 9 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | | 4.50 | 4.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 0 | 0 | | 0 | 0 |
| g / C, Green / Cycle | 0.01 | 0.01 | | 0.01 | 0.01 |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | | 0.00 | 0.00 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | | 3431 | 2791 |
| c, Capacity [veh/h] | 73 | 73 | | 71 | 58 |
| d1, Uniform Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| k, delay calibration | 0.04 | 0.04 | | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | | 1.00 | 1.00 |

Lane Group Results

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

Movement, Approach, & Intersection Results

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

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | 9.0 | 9.0 | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.033 | 1.909 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 0 | 10984 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 4.60 | 92.77 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 4.132 | 1.560 |
| Bicycle LOS | A | A | D | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 17: Oak Ave Pkwy/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\|\| |  |  | \|\|\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 400.0 | 100.0 | 400.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 2.00 | 5.00 | 5.00 | 5.00 | 2.00 | 5.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | No | | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | No | | | | | |
| Maximum Recall | | No | | | No | | No | | | | | |
| Pedestrian Recall | | No | | | No | | No | | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | C | R | C | R | L | R | |
| C, Cycle Length [s] | 9 | 9 | 9 | 9 | 9 | 9 | |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | |
| g_i, Effective Green Time [s] | 0 | 0 | 0 | 0 | 0 | 0 | |
| g / C, Green / Cycle | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| s, saturation flow rate [veh/h] | 3475 | 1551 | 3475 | 1551 | 3375 | 2746 | |
| c, Capacity [veh/h] | 72 | 32 | 72 | 32 | 70 | 57 | |
| d1, Uniform Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

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

Movement, Approach, & Intersection Results

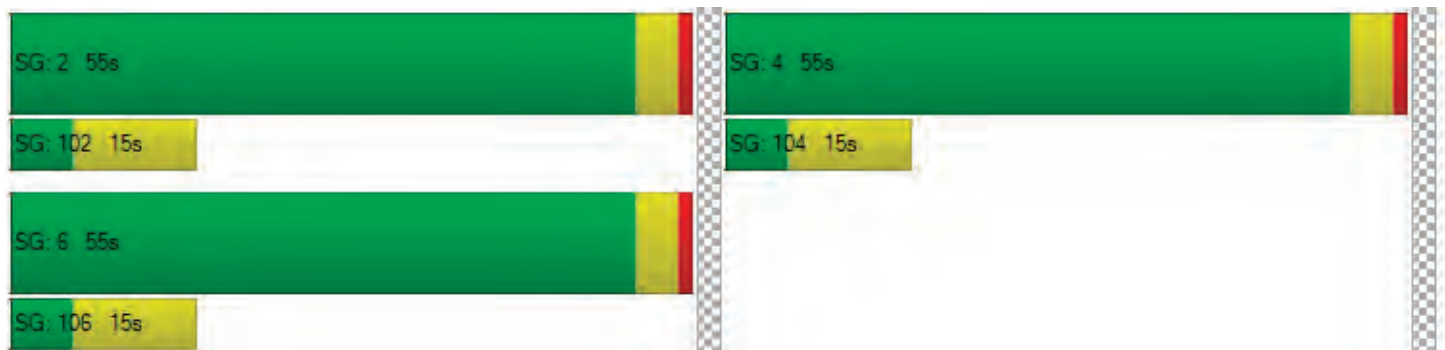
| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | A |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

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] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.909 | 1.033 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 10984 | 0 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 92.77 | 4.60 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 1.560 | 4.132 |
| Bicycle LOS | A | A | A | D |

Sequence

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



Signal Warrants Report For Intersection 7: Iron Pt/ W Kaiser access

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 | 865 | 1047 | 38 |
| 2 | 839 | 1016 | 37 |
| 3 | 822 | 995 | 36 |
| 4 | 770 | 932 | 34 |
| 5 | 683 | 827 | 30 |
| 6 | 675 | 817 | 30 |
| 7 | 666 | 806 | 29 |
| 8 | 606 | 733 | 27 |
| 9 | 597 | 722 | 26 |
| 10 | 588 | 712 | 26 |
| 11 | 510 | 618 | 22 |
| 12 | 476 | 576 | 21 |
| 13 | 467 | 565 | 21 |
| 14 | 346 | 419 | 15 |
| 15 | 346 | 419 | 15 |
| 16 | 242 | 293 | 11 |
| 17 | 138 | 168 | 6 |
| 18 | 138 | 168 | 6 |
| 19 | 78 | 94 | 3 |
| 20 | 43 | 52 | 2 |
| 21 | 26 | 31 | 1 |
| 22 | 9 | 10 | 0 |
| 23 | 9 | 10 | 0 |
| 24 | 9 | 10 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 1912 | 1 | 38 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 1855 | 1 | 37 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1817 | 1 | 36 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1702 | 1 | 34 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1510 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1492 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1472 | 1 | 29 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1339 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1319 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1300 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1128 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 1052 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 1032 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 765 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 765 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 535 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 306 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 306 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 172 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 95 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 57 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 19 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 19 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 19 | 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) | 12.9 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:08 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 38 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 1950 |
| Number of Approaches on Intersection | 3 |
| Total Volume Condition Met | Yes |
| Warrant Met for Approach | No |
| Warrant Met for Intersection | No |

Signal Warrants Report For Intersection 9: Iron Pt/Safe Credit Union access

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 | 861 | 1035 | 24 |
| 2 | 835 | 1004 | 23 |
| 3 | 818 | 983 | 23 |
| 4 | 766 | 921 | 21 |
| 5 | 680 | 818 | 19 |
| 6 | 672 | 807 | 19 |
| 7 | 663 | 797 | 18 |
| 8 | 603 | 725 | 17 |
| 9 | 594 | 714 | 17 |
| 10 | 585 | 704 | 16 |
| 11 | 508 | 611 | 14 |
| 12 | 474 | 569 | 13 |
| 13 | 465 | 559 | 13 |
| 14 | 344 | 414 | 10 |
| 15 | 344 | 414 | 10 |
| 16 | 241 | 290 | 7 |
| 17 | 138 | 166 | 4 |
| 18 | 138 | 166 | 4 |
| 19 | 77 | 93 | 2 |
| 20 | 43 | 52 | 1 |
| 21 | 26 | 31 | 1 |
| 22 | 9 | 10 | 0 |
| 23 | 9 | 10 | 0 |
| 24 | 9 | 10 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 1896 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 1839 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1801 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1687 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1498 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1479 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1460 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1328 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1308 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1289 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1119 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 1043 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 1024 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 758 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 758 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 531 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 304 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 304 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 170 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 95 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 57 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 19 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 19 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 19 | 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) | 12.8 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:05 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 24 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 1920 |
| 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 14: Lot 6 access

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, N |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

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

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 30 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 29 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 29 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 26 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 24 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 24 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 23 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 21 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 21 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 20 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 18 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 16 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 16 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 12 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 12 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 9 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 5 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 5 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 3 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 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 | N |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 8.6 | 8.8 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:03 | 0:00 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 24 | 0 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 54 | 54 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Signal Warrants Report For Intersection 15: Lot 1 access

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 | N, S |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|---|
| | E | W | N | S |
| 1 | 52 | 30 | 76 | 0 |
| 2 | 50 | 29 | 74 | 0 |
| 3 | 49 | 29 | 72 | 0 |
| 4 | 46 | 27 | 68 | 0 |
| 5 | 41 | 24 | 60 | 0 |
| 6 | 41 | 23 | 59 | 0 |
| 7 | 40 | 23 | 59 | 0 |
| 8 | 36 | 21 | 53 | 0 |
| 9 | 36 | 21 | 52 | 0 |
| 10 | 35 | 20 | 52 | 0 |
| 11 | 31 | 18 | 45 | 0 |
| 12 | 29 | 17 | 42 | 0 |
| 13 | 28 | 16 | 41 | 0 |
| 14 | 21 | 12 | 30 | 0 |
| 15 | 21 | 12 | 30 | 0 |
| 16 | 15 | 8 | 21 | 0 |
| 17 | 8 | 5 | 12 | 0 |
| 18 | 8 | 5 | 12 | 0 |
| 19 | 5 | 3 | 7 | 0 |
| 20 | 3 | 2 | 4 | 0 |
| 21 | 2 | 1 | 2 | 0 |
| 22 | 1 | 0 | 1 | 0 |
| 23 | 1 | 0 | 1 | 0 |
| 24 | 1 | 0 | 1 | 0 |

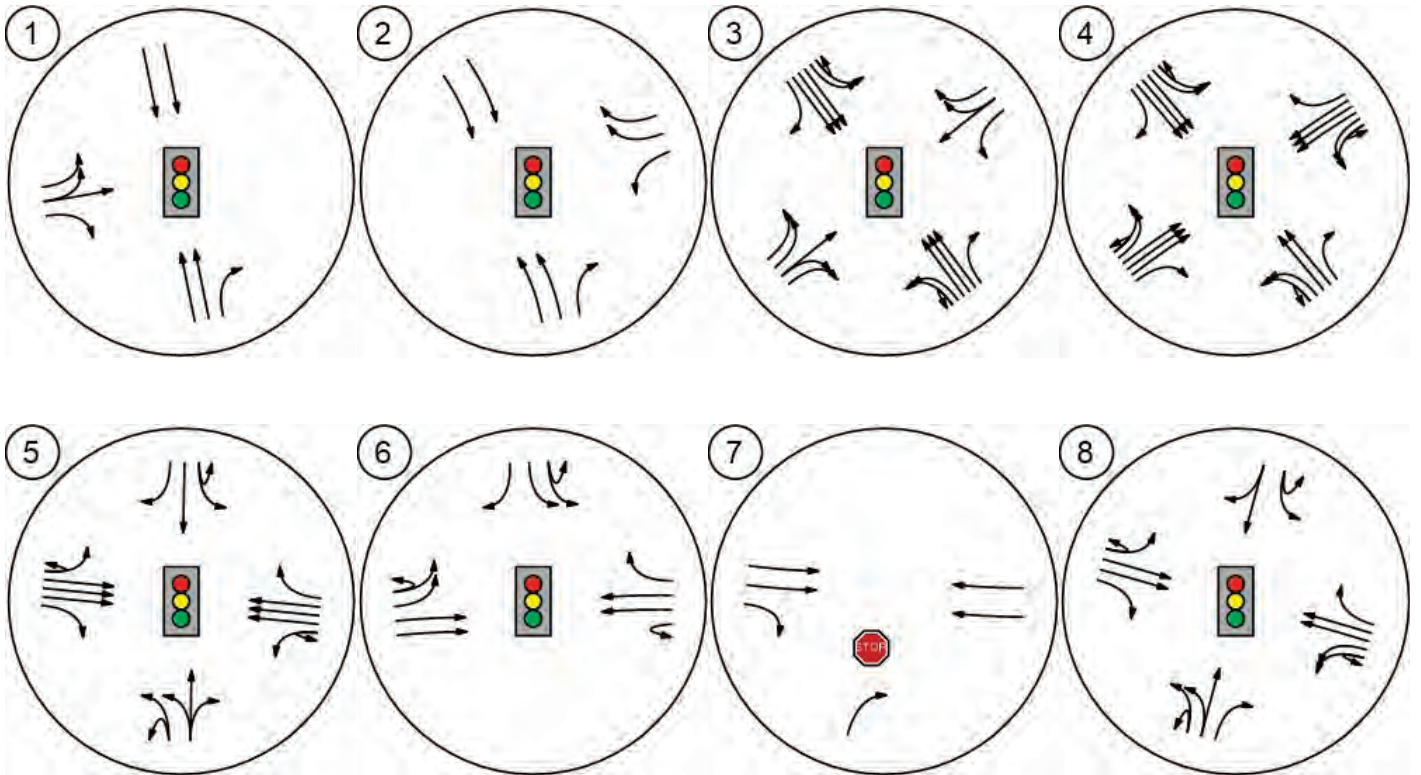
Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 82 | 1 | 76 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 79 | 1 | 74 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 78 | 1 | 72 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 73 | 1 | 68 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 65 | 1 | 60 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 64 | 1 | 59 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 63 | 1 | 59 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 57 | 1 | 53 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 57 | 1 | 52 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 55 | 1 | 52 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 49 | 1 | 45 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 46 | 1 | 42 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 44 | 1 | 41 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 33 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 33 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 23 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 13 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 13 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 8 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 5 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 3 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| Hours Met | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

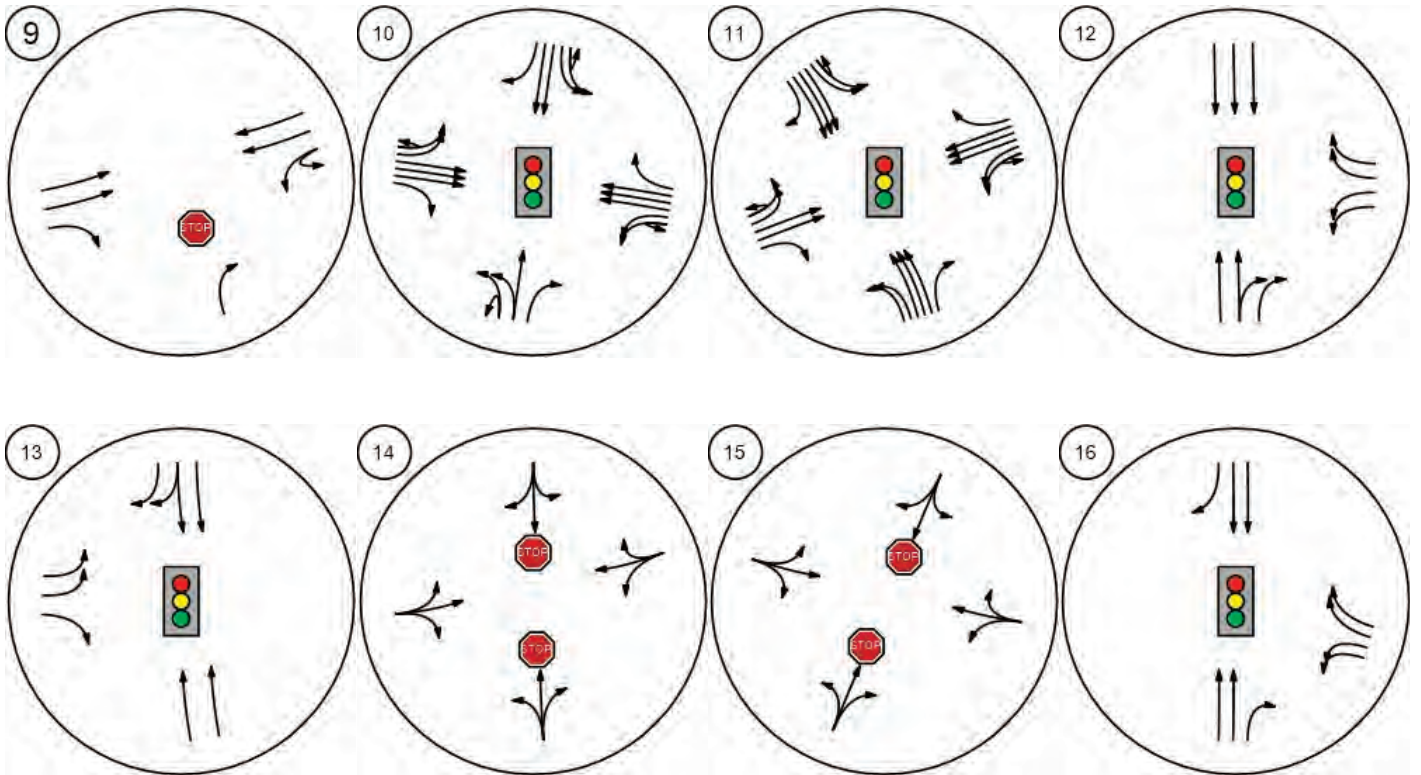
Warrant 3 Condition A

| | | |
|--|-----------|------|
| Orientation | N | S |
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 9.2 | 9 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:11 | 0:00 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 76 | 0 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 158 | 158 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

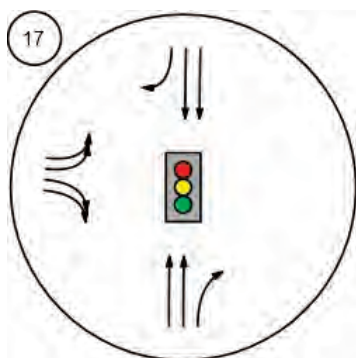
Lane Configuration and Traffic Control



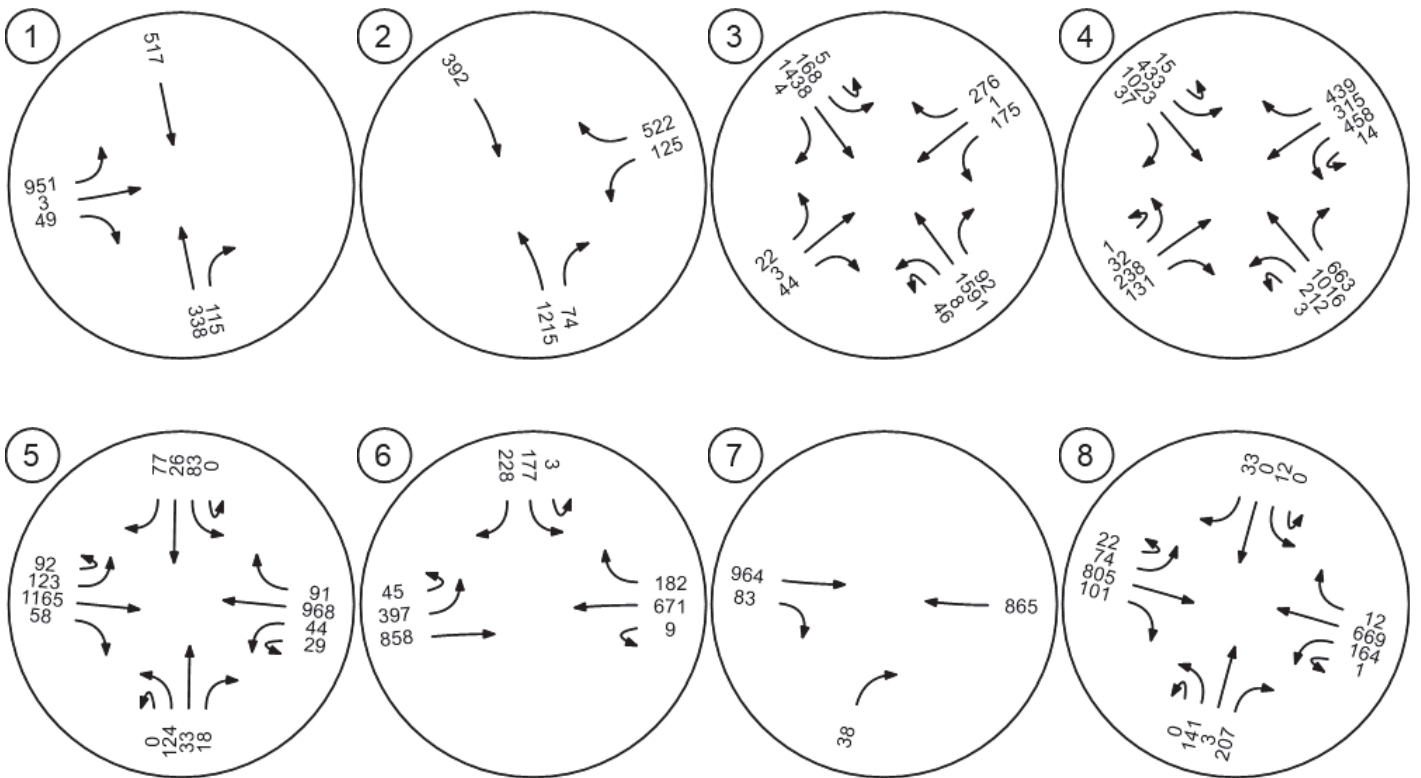
Lane Configuration and Traffic Control



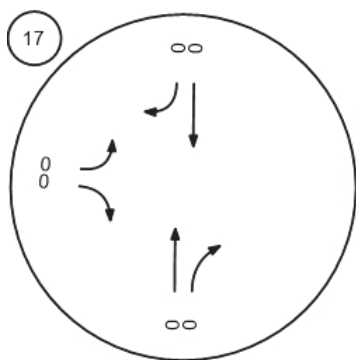
Lane Configuration and Traffic Control



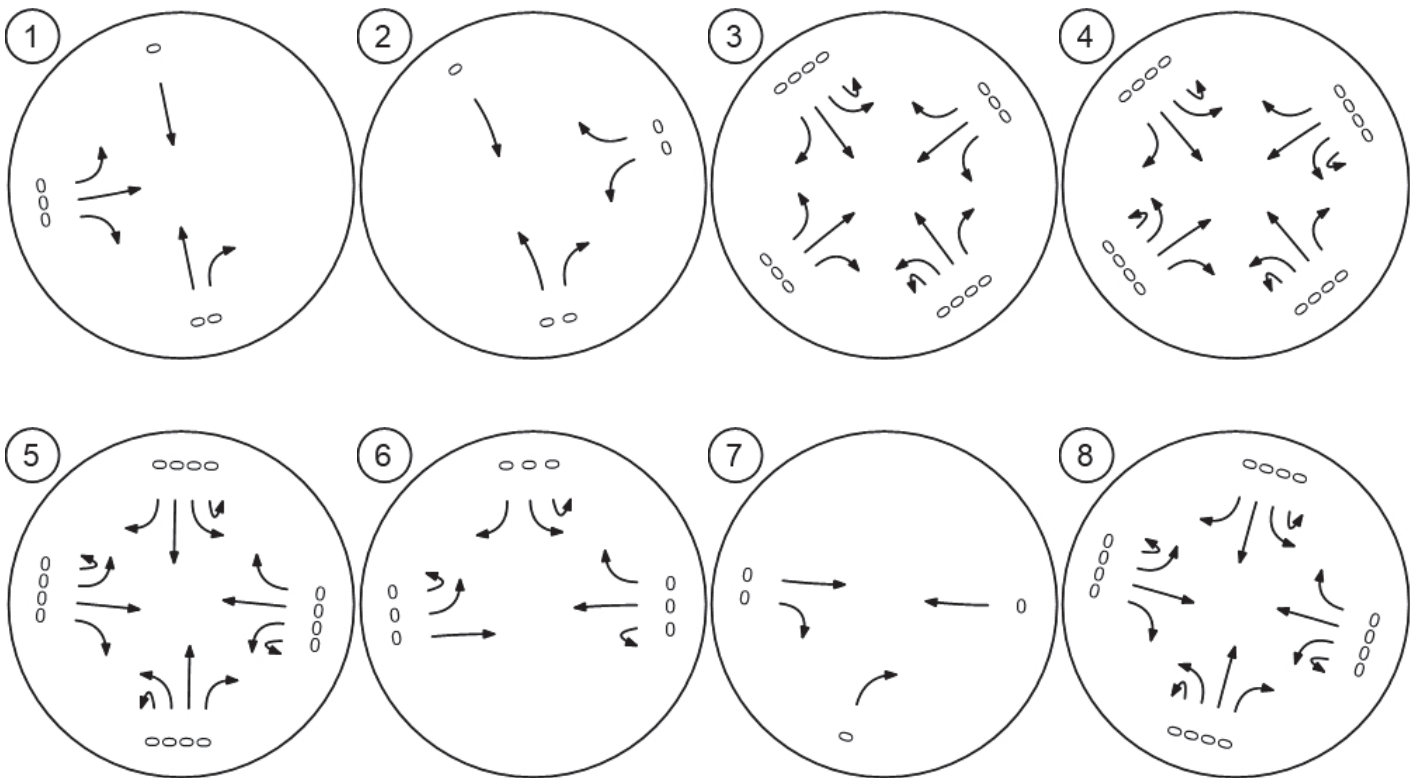
Traffic Volume - Base Volume



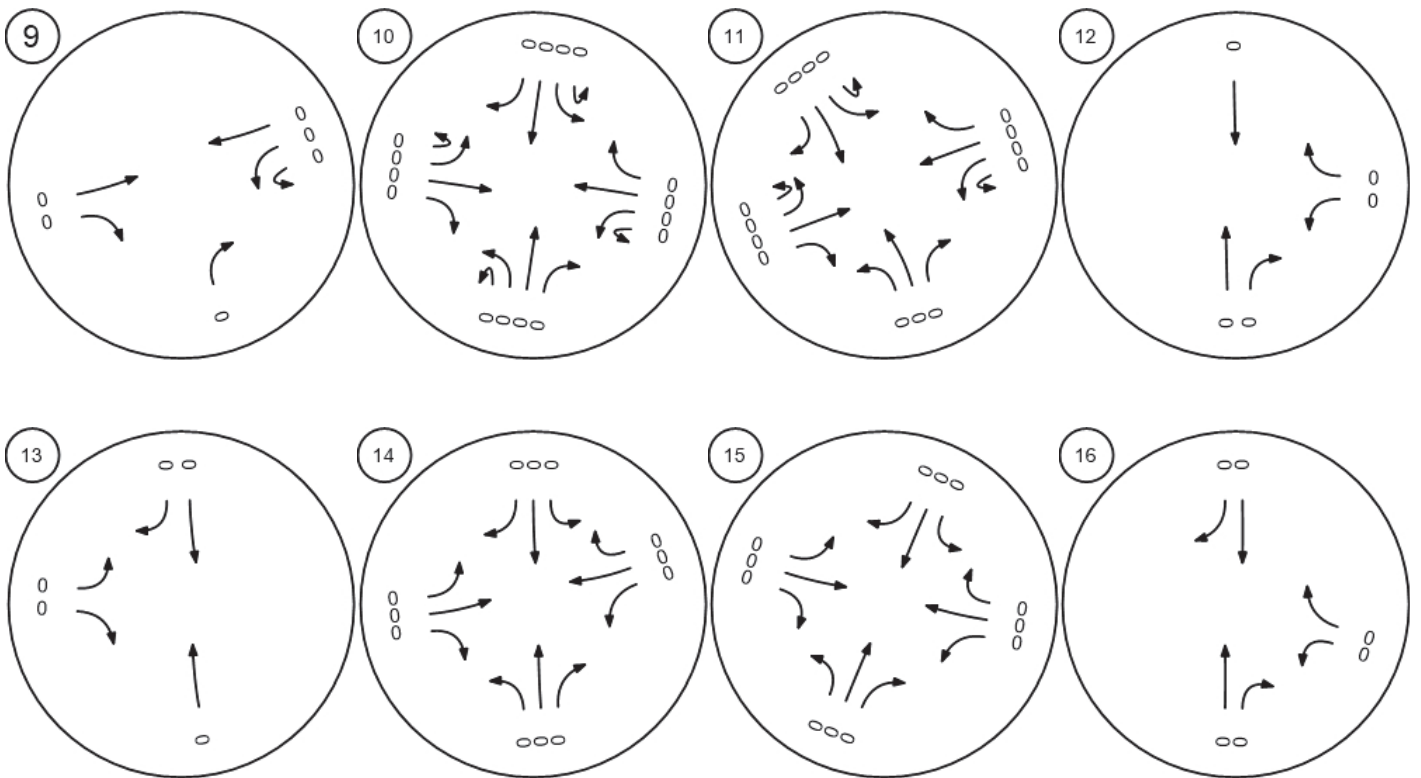
Traffic Volume - Base Volume



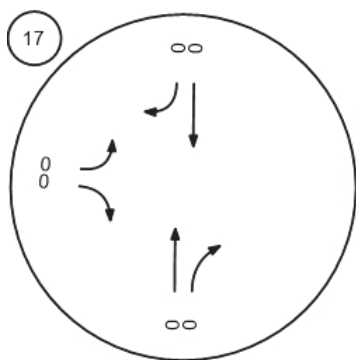
Traffic Volume - Net New Site Trips



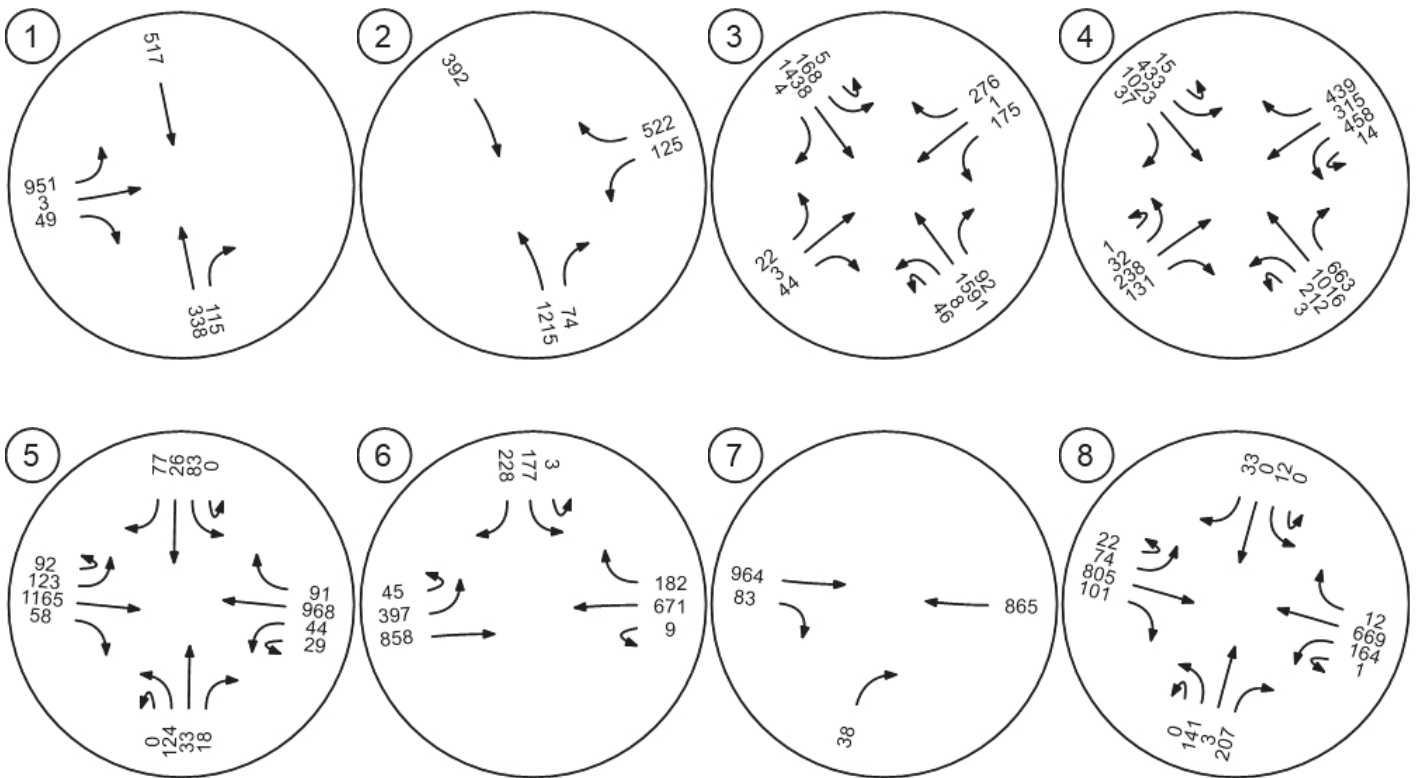
Traffic Volume - Net New Site Trips



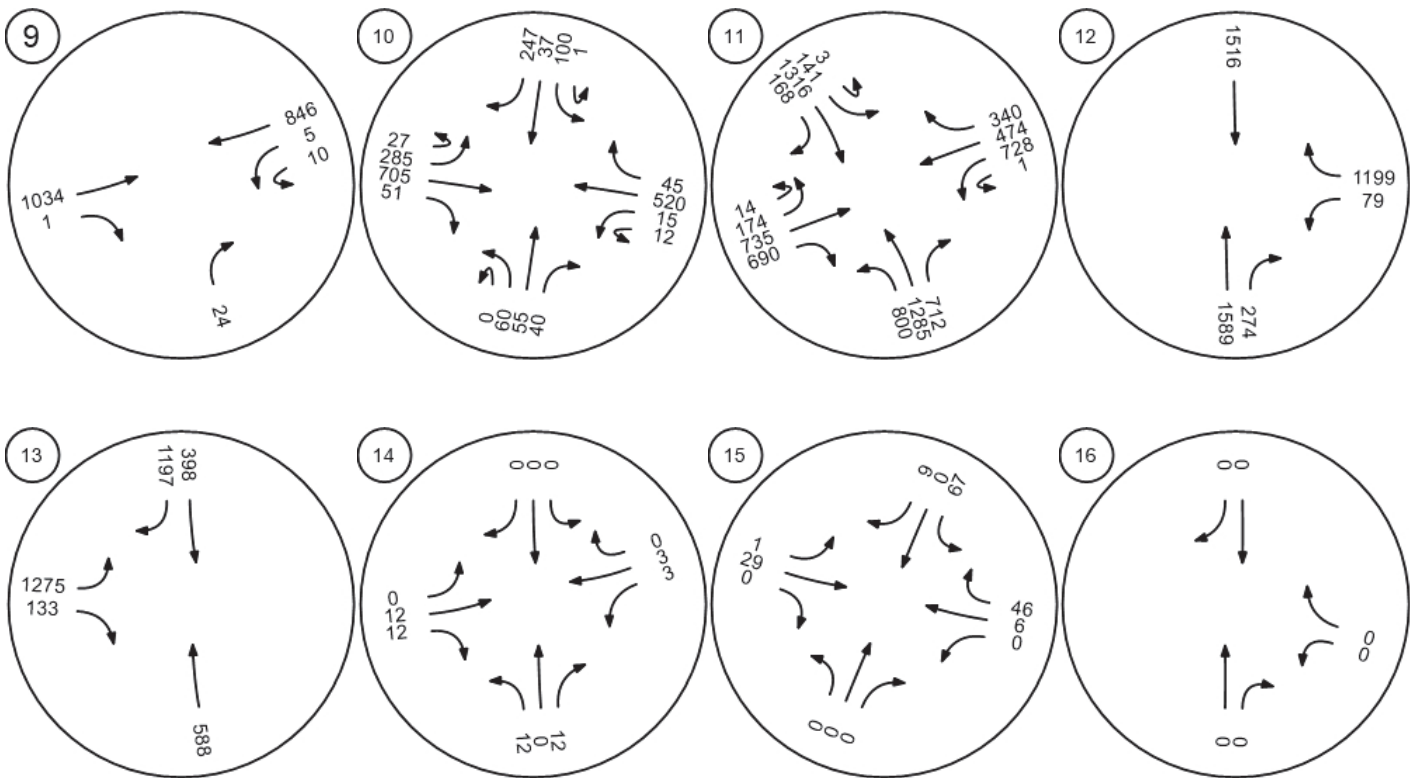
Traffic Volume - Net New Site Trips



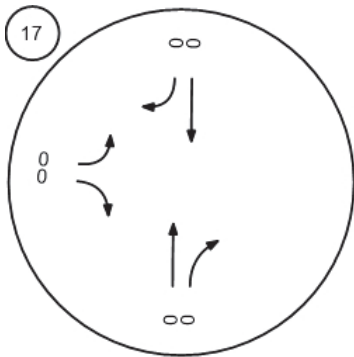
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 1 2021 AM

Report File: Z:\...\2021 AM With Proj Vistro Report.pdf

12/4/2021

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|-------------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Prairie City/US 50 EB | Signalized | HCM 6th Edition | NB Thru | 0.850 | 10.4 | B |
| 2 | Prairie City/US 50 WB | Signalized | HCM 6th Edition | WB Right | 0.955 | 19.5 | B |
| 3 | Prairie City/American Aggregates Rd | Signalized | HCM 6th Edition | NB Thru | 0.987 | 66.3 | E |
| 4 | Prairie City/Iron Point | Signalized | HCM 6th Edition | WB Left | 0.958 | 90.6 | F |
| 5 | Iron Point/Grover | Signalized | HCM 6th Edition | EB U-T | 0.738 | 51.4 | D |
| 6 | Iron Pt/Oak Ave Pkwy | Signalized | HCM 6th Edition | EB Left | 0.536 | 36.4 | D |
| 7 | Iron Pt/ W Kaiser access | Two-way stop | HCM 6th Edition | NB Right | 0.055 | 11.9 | B |
| 8 | Iron Pt/Rowberry | Signalized | HCM 6th Edition | EB Left | 0.501 | 14.8 | B |
| 9 | Iron Pt/Safe Credit Union access | Two-way stop | HCM 6th Edition | WB U-T | 0.062 | 16.0 | C |
| 10 | Iron Pt/Broadstone | Signalized | HCM 6th Edition | WB Left | 0.309 | 15.7 | B |
| 11 | Iron Pt/E Bidwell | Signalized | HCM 6th Edition | EB Right | 0.784 | 46.0 | D |
| 12 | E Bidwell/WB 50 | Signalized | HCM 6th Edition | NB Thru | 0.914 | 29.6 | C |
| 13 | E Bidwell/EB 50 | Signalized | HCM 6th Edition | SB Right | 0.768 | 10.2 | B |
| 14 | Lot 6 access | Two-way stop | HCM 6th Edition | NB Left | 0.006 | 9.2 | A |
| 15 | Lot 1 access | Two-way stop | HCM 6th Edition | SB Thru | 0.012 | 10.3 | B |
| 16 | Oak Ave Pkwy/WB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | A |
| 17 | Oak Ave Pkwy/EB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | 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: Prairie City/US 50 EB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 10.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.850 |

Intersection Setup

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\| |  |  | \| \| \| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 50.00 | 100.0 | 100.0 | 100.0 | 470.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 600 | 167 | 0 | 337 | 0 | 1157 | 2 | 61 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.30 | 5.30 | 2.00 | 5.30 | 2.00 | 5.30 | 5.30 | 5.30 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 600 | 134 | 0 | 339 | 0 | 1160 | 2 | 43 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.910 | 0.910 | 1.000 | 0.910 | 1.000 | 0.910 | 0.910 | 0.910 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 165 | 37 | 0 | 93 | 0 | 319 | 1 | 12 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 659 | 147 | 0 | 373 | 0 | 1275 | 2 | 47 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 65 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Split | Split | Split | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | Yes | | | Yes | | | No | | | | |
| Maximum Recall | | No | | | No | | | No | | | | |
| Pedestrian Recall | | No | | | No | | | No | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | C | R | C | L | C | R |
|---|-------|-------|-------|------|------|------|
| C, Cycle Length [s] | 35 | 35 | 35 | 35 | 35 | 35 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 9 | 9 | 9 | 15 | 15 | 15 |
| g / C, Green / Cycle | 0.27 | 0.27 | 0.27 | 0.44 | 0.44 | 0.44 |
| (v / s)_i Volume / Saturation Flow Rate | 0.19 | 0.09 | 0.11 | 0.37 | 0.37 | 0.03 |
| s, saturation flow rate [veh/h] | 3466 | 1547 | 3466 | 1734 | 1734 | 1547 |
| c, Capacity [veh/h] | 921 | 411 | 921 | 769 | 770 | 687 |
| d1, Uniform Delay [s] | 11.69 | 10.46 | 10.61 | 8.60 | 8.59 | 5.60 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.39 | 0.20 | 0.11 | 0.90 | 0.90 | 0.02 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|------|
| X, volume / capacity | 0.72 | 0.36 | 0.41 | 0.83 | 0.83 | 0.07 |
| d, Delay for Lane Group [s/veh] | 12.08 | 10.65 | 10.71 | 9.50 | 9.50 | 5.62 |
| Lane Group LOS | B | B | B | A | A | A |
| Critical Lane Group | Yes | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 1.78 | 0.71 | 0.90 | 2.74 | 2.74 | 0.13 |
| 50th-Percentile Queue Length [ft/ln] | 44.52 | 17.83 | 22.56 | 68.62 | 68.61 | 3.13 |
| 95th-Percentile Queue Length [veh/ln] | 3.21 | 1.28 | 1.62 | 4.94 | 4.94 | 0.23 |
| 95th-Percentile Queue Length [ft/ln] | 80.14 | 32.09 | 40.62 | 123.5 | 123.5 | 5.64 |

Movement, Approach, & Intersection Results

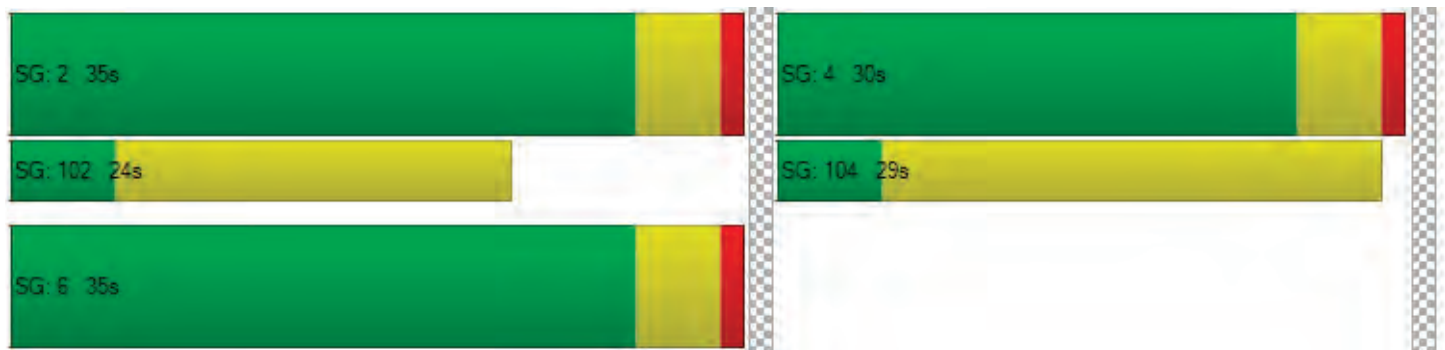
| | | | | | | | | | | | | |
|---------------------------------|------|-------|-------|------|-------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 12.08 | 10.65 | 0.00 | 10.71 | 0.00 | 9.50 | 9.50 | 5.62 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | B | | B | | A | A | A | | | |
| d_A, Approach Delay [s/veh] | | 11.82 | | | 10.71 | | | 9.36 | | | | 0.00 |
| Approach LOS | | B | | | B | | | A | | | | A |
| d_I, Intersection Delay [s/veh] | | 10.36 | | | | | | | | | | |
| Intersection LOS | | B | | | | | | | | | | |
| Intersection V/C | | 0.850 | | | | | | | | | | |

Other Modes

| | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | 0.0 | | 0.0 | | 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] | | 9.64 | | 0.00 | | 0.00 | | 9.64 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.544 | | 0.000 | | 0.000 | | 1.549 |
| Crosswalk LOS | | B | | F | | F | | 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] | | 1710 | | 1710 | | 1424 | | 0 |
| d_b, Bicycle Delay [s] | | 0.37 | | 0.37 | | 1.45 | | 17.48 |
| I_b,int, Bicycle LOS Score for Intersection | | 2.252 | | 1.867 | | 3.774 | | 4.132 |
| Bicycle LOS | | B | | A | | D | | D |

Sequence

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



**Intersection Level Of Service Report
Intersection 2: Prairie City/US 50 WB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 19.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.955 |

Intersection Setup

| Name | Prairie City | | Prairie City | | WB 50 off | |
|------------------------------|--------------|--------|--------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↑↑↗ | | ↑↑ | | ↖↖↖ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 400.00 | 100.00 | 100.00 | 600.00 | 600.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Prairie City | | Prairie City | | WB 50 off | |
|--|--------------|--------|--------------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1681 | 76 | 0 | 225 | 112 | 834 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 3 | 0 | 0 | 2 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 167 |
| Total Hourly Volume [veh/h] | 1684 | 76 | 0 | 227 | 112 | 667 |
| Peak Hour Factor | 0.8800 | 0.8800 | 1.0000 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 478 | 22 | 0 | 64 | 32 | 189 |
| Total Analysis Volume [veh/h] | 1914 | 86 | 0 | 258 | 127 | 758 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Unsignalized | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|--------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 6 | 0 | 0 | 6 | 6 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 50 | 0 |
| Amber [s] | 4.1 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 56 | 0 |
| Vehicle Extension [s] | 1.5 | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 20 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.1 | 0.0 | 0.0 | 3.1 | 3.1 | 0.0 |
| Minimum Recall | Yes | | | Yes | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | L | R |
|---|-------|------|-------|-------|
| C, Cycle Length [s] | 81 | 81 | 81 | 81 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 46 | 46 | 24 | 24 |
| g / C, Green / Cycle | 0.57 | 0.57 | 0.30 | 0.30 |
| (v / s)_i Volume / Saturation Flow Rate | 0.54 | 0.07 | 0.07 | 0.27 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 1767 | 2791 |
| c, Capacity [veh/h] | 2029 | 2029 | 530 | 837 |
| d1, Uniform Delay [s] | 16.03 | 7.92 | 21.42 | 27.29 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.13 | 0.01 | 0.09 | 1.60 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | |
|---------------------------------------|--------|-------|-------|--------|
| X, volume / capacity | 0.94 | 0.13 | 0.24 | 0.91 |
| d, Delay for Lane Group [s/veh] | 17.16 | 7.93 | 21.50 | 28.89 |
| Lane Group LOS | B | A | C | C |
| Critical Lane Group | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 14.29 | 0.93 | 1.77 | 6.88 |
| 50th-Percentile Queue Length [ft/ln] | 357.13 | 23.33 | 44.32 | 171.97 |
| 95th-Percentile Queue Length [veh/ln] | 20.48 | 1.68 | 3.19 | 11.18 |
| 95th-Percentile Queue Length [ft/ln] | 512.09 | 42.00 | 79.78 | 279.51 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|------|-------|------|-------|-------|
| d_M, Delay for Movement [s/veh] | 17.16 | 0.00 | 0.00 | 7.93 | 21.50 | 28.89 |
| Movement LOS | B | | | A | C | C |
| d_A, Approach Delay [s/veh] | 17.16 | | 7.93 | | 27.83 | |
| Approach LOS | B | | A | | C | |
| d_I, Intersection Delay [s/veh] | | | 19.47 | | | |
| Intersection LOS | | | B | | | |
| Intersection V/C | | | 0.955 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 30.22 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 2.619 |
| Crosswalk LOS | F | F | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1258 | 1258 | 1258 |
| d_b, Bicycle Delay [s] | 5.57 | 5.57 | 5.57 |
| I_b,int, Bicycle LOS Score for Intersection | 3.139 | 1.772 | 1.560 |
| Bicycle LOS | C | A | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 3: Prairie City/American Aggregates Rd**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 66.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.987 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100 | 100 | 100 | 100 | 400 | 100 | 100 | 100 | 100.0 | 100.0 | 100.0 | 130.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | | No | | | | No | | | No | | |
| Crosswalk | No | | | | Yes | | | | Yes | | | Yes | | |

Volumes

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|--|--------------|------|------|------|--------------|------|------|------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 24 | 129 | 191 | 450 | 8 | 735 | 130 | 40 | 0 | 0 | 5 | 233 | 3 | 351 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 3 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 256 |
| Total Hourly Volume [veh/h] | 24 | 129 | 191 | 351 | 8 | 735 | 131 | 40 | 0 | 0 | 0 | 233 | 3 | 95 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.810 | 0.810 | 0.810 | 0.810 | 0.810 | 0.810 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 7 | 40 | 591 | 108 | 2 | 227 | 407 | 12 | 0 | 0 | 0 | 72 | 1 | 29 |
| Total Analysis Volume [veh/h] | 30 | 159 | 236 | 433 | 10 | 907 | 162 | 49 | 0 | 0 | 0 | 288 | 4 | 117 |
| 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 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 9 | | | | 0 | | | 3 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 3 | | | | 0 | | | 9 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 1 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 1 | | | | 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] | 164 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Per | Per | Prot | Per | Per | Split | Split | Split | Split | Split | Split |
|------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 0 | 3 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 0 |
| Maximum Green [s] | 0 | 30 | 50 | 0 | 0 | 50 | 50 | 0 | 30 | 24 | 0 | 0 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 3.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 56 | 0 | 0 | 55 | 56 | 0 | 0 | 29 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 2.0 | 5.0 | 0.0 | 3.0 | 2.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 18 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 2.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | | | No | |
| Maximum Recall | | No | No | | | No | No | | | No | | | No | |
| Pedestrian Recall | | 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 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|-------|
| C, Cycle Length [s] | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.00 | 6.00 | 4.50 | 6.00 | 6.00 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.00 | 4.00 | 2.50 | 4.00 | 4.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 11 | 68 | 68 | 46 | 103 | 103 | 0 | 0 | 0 | 30 | 30 | 30 |
| g / C, Green / Cycle | 0.07 | 0.42 | 0.42 | 0.28 | 0.63 | 0.63 | 0.00 | 0.00 | 0.00 | 0.18 | 0.18 | 0.18 |
| (v / s)_i Volume / Saturation Flow Rate | 0.05 | 0.46 | 0.27 | 0.27 | 0.32 | 0.03 | 0.00 | 0.00 | 0.00 | 0.16 | 0.04 | 0.04 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 1589 | 3459 | 5094 | 1589 | 3459 | 1870 | 1589 | 1781 | 1576 | 1558 |
| c, Capacity [veh/h] | 236 | 2122 | 662 | 968 | 3201 | 998 | 1 | 1 | 0 | 328 | 290 | 287 |
| d1, Uniform Delay [s] | 75.34 | 47.85 | 38.36 | 57.86 | 16.64 | 11.68 | 0.00 | 0.00 | 0.00 | 65.11 | 56.77 | 56.73 |
| k, delay calibration | 0.04 | 0.50 | 0.50 | 0.04 | 0.50 | 0.50 | 0.04 | 0.04 | 0.04 | 0.15 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.41 | 58.53 | 4.98 | 2.42 | 0.58 | 0.09 | 0.00 | 0.00 | 0.00 | 9.86 | 0.13 | 0.13 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|-------|
| X, volume / capacity | 0.80 | 1.11 | 0.65 | 0.95 | 0.51 | 0.05 | 0.00 | 0.00 | 0.00 | 0.88 | 0.21 | 0.21 |
| d, Delay for Lane Group [s/veh] | 77.75 | 106.3 | 43.34 | 60.28 | 17.22 | 11.78 | 0.00 | 0.00 | 0.00 | 74.97 | 56.90 | 56.86 |
| Lane Group LOS | E | F | D | E | B | B | A | A | A | E | E | E |
| Critical Lane Group | No | Yes | No | Yes | No | No | No | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 4.04 | 40.22 | 15.01 | 19.00 | 11.36 | 0.74 | 0.00 | 0.00 | 0.00 | 12.68 | 2.18 | 2.16 |
| 50th-Percentile Queue Length [ft/ln] | 100.8 | 1005. | 375.2 | 474.9 | 284.0 | 18.38 | 0.00 | 0.00 | 0.00 | 316.9 | 54.47 | 53.90 |
| 95th-Percentile Queue Length [veh/ln] | 7.26 | 54.77 | 21.36 | 26.14 | 16.89 | 1.32 | 0.00 | 0.00 | 0.00 | 18.52 | 3.92 | 3.88 |
| 95th-Percentile Queue Length [ft/ln] | 181.5 | 1369. | 534.0 | 653.6 | 422.2 | 33.08 | 0.00 | 0.00 | 0.00 | 462.9 | 98.04 | 97.03 |

Movement, Approach, & Intersection Results

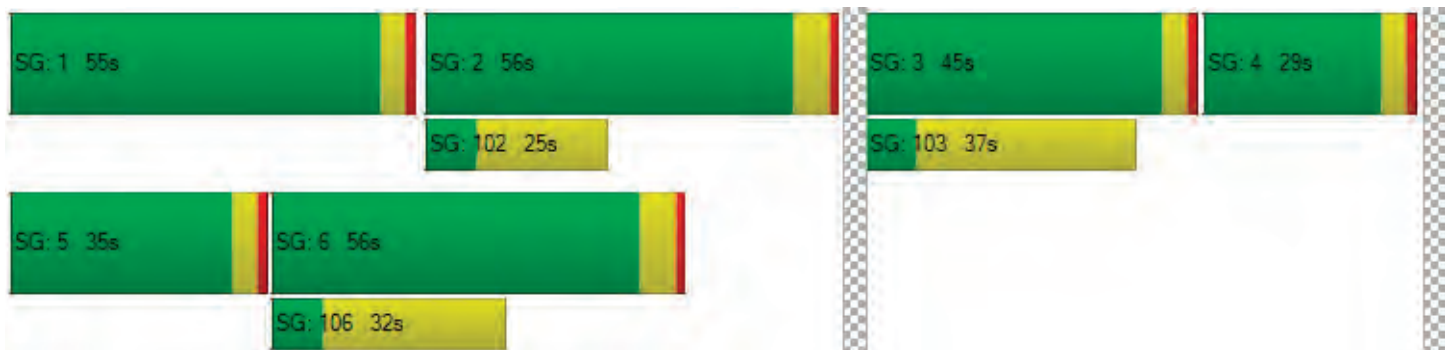
| | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|------|------|------|-------|------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 77.7 | 77.7 | 106. | 43.3 | 60.2 | 60.2 | 17.2 | 11.7 | 0.00 | 0.00 | 0.00 | 74.97 | 56.90 | 56.88 |
| Movement LOS | E | E | F | D | E | E | B | B | A | A | A | E | E | E |
| d_A, Approach Delay [s/veh] | 95.43 | | | 32.34 | | | 0.00 | | | 69.62 | | | | |
| Approach LOS | F | | | C | | | A | | | E | | | | |
| d_I, Intersection Delay [s/veh] | 66.34 | | | | | | | | | | | | | |
| Intersection LOS | E | | | | | | | | | | | | | |
| Intersection V/C | 0.987 | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 | 11.0 |
| 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 | 71.38 | 71.38 | 71.38 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.455 | 2.524 | 3.103 |
| Crosswalk LOS | F | C | B | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 610 | 610 | 299 | 494 |
| d_b, Bicycle Delay [s] | 39.63 | 39.63 | 59.34 | 46.51 |
| I_b,int, Bicycle LOS Score for Intersection | 3.240 | 2.487 | 1.568 | 2.657 |
| Bicycle LOS | C | B | A | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 90.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.958 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | ▣▣▣▣ | | | | ▣▣▣▣ | | | | ▣▣▣▣ | | | | ▣▣▣▣ | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | 3 | 207 | 135 | 701 | 6 | 347 | 132 | 76 | 3 | 21 | 293 | 146 | 6 | 620 | 318 | 456 |
| Base Volume Input [veh/h] | 3 | 207 | 135 | 701 | 6 | 347 | 132 | 76 | 3 | 21 | 293 | 146 | 6 | 620 | 318 | 456 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 3 | 8 | |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 207 | 135 | 704 | 6 | 350 | 132 | 76 | 3 | 21 | 294 | 146 | 6 | 632 | 321 | 464 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 62 | 409 | 212 | 2 | 105 | 398 | 23 | 1 | 6 | 89 | 44 | 2 | 190 | 97 | 140 |
| Total Analysis Volume [veh/h] | 4 | 249 | 163 | 848 | 7 | 422 | 159 | 92 | 4 | 25 | 354 | 176 | 7 | 761 | 387 | 559 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 2 | | | | 7 | | | | 42 | | | | 3 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 42 | | | | 3 | | | | 2 | | | | 7 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 5 | | | | 40 | | | | 4 | | | | 14 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 14 | | | | 4 | | | | 40 | | | | 5 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 40 | 0 | 0 | 35 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 40 | 0 | 0 | 40 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 6.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 6.6 | 0.0 | 0.0 | 2.0 | 5.9 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 185 | 185 | 185 | 185 | 185 | 185 | 185 | 185 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 16 | 74 | 25 | 83 | 3 | 30 | 35 | 63 |
| g / C, Green / Cycle | 0.09 | 0.40 | 0.13 | 0.45 | 0.02 | 0.16 | 0.19 | 0.34 |
| (v / s)_i Volume / Saturation Flow Rate | 0.07 | 0.46 | 0.12 | 0.31 | 0.01 | 0.07 | 0.22 | 0.08 |
| s, saturation flow rate [veh/h] | 3459 | 3560 | 3459 | 5094 | 3459 | 5094 | 3459 | 5094 |
| c, Capacity [veh/h] | 295 | 1433 | 464 | 2285 | 55 | 833 | 663 | 1730 |
| d1, Uniform Delay [s] | 83.54 | 55.29 | 79.20 | 40.92 | 90.37 | 69.55 | 74.77 | 43.67 |
| k, delay calibration | 0.04 | 0.50 | 0.04 | 0.50 | 0.04 | 0.55 | 0.08 | 0.37 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.85 | 72.46 | 3.49 | 1.79 | 2.92 | 1.75 | 73.86 | 0.22 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|---------|--------|--------|-------|--------|--------|--------|
| X, volume / capacity | 0.86 | 1.14 | 0.93 | 0.70 | 0.53 | 0.42 | 1.16 | 0.22 |
| d, Delay for Lane Group [s/veh] | 86.39 | 127.75 | 82.68 | 42.71 | 93.29 | 71.30 | 148.63 | 43.89 |
| Lane Group LOS | F | F | F | D | F | E | F | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.14 | 47.76 | 10.42 | 20.02 | 0.72 | 5.22 | 22.67 | 4.37 |
| 50th-Percentile Queue Length [ft/ln] | 153.52 | 1194.09 | 260.42 | 500.39 | 18.00 | 130.54 | 566.77 | 109.23 |
| 95th-Percentile Queue Length [veh/ln] | 10.20 | 64.98 | 15.71 | 27.35 | 1.30 | 8.97 | 32.88 | 7.80 |
| 95th-Percentile Queue Length [ft/ln] | 255.12 | 1624.49 | 392.74 | 683.82 | 32.40 | 224.23 | 822.01 | 194.93 |

Movement, Approach, & Intersection Results

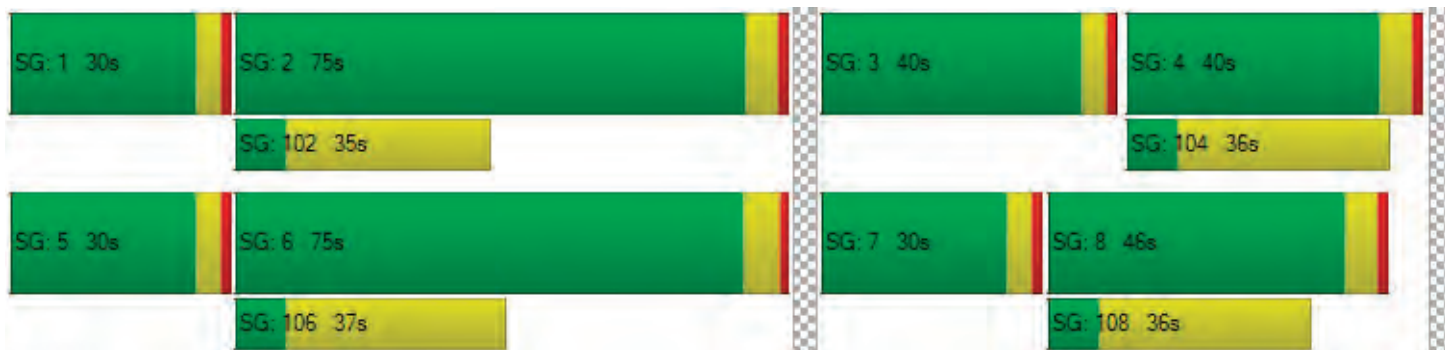
| | | | | | | | | | | | | | | | | |
|---------------------------------|--------|------|------|------|-------|------|------|------|-------|------|------|------|--------|------|------|------|
| d_M, Delay for Movement [s/veh] | 86.3 | 86.3 | 127. | 0.00 | 82.6 | 82.6 | 42.7 | 0.00 | 93.2 | 93.2 | 71.3 | 0.00 | 148. | 148. | 43.8 | 0.00 |
| Movement LOS | F | F | F | | F | F | D | | F | F | E | | F | F | D | |
| d_A, Approach Delay [s/veh] | 122.21 | | | | 51.20 | | | | 72.97 | | | | 113.54 | | | |
| Approach LOS | F | | | | D | | | | E | | | | F | | | |
| d_I, Intersection Delay [s/veh] | 90.56 | | | | | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | | | | | |
| Intersection V/C | 0.958 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 122.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 81.84 | 81.84 | 81.84 | 81.84 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.343 | 3.282 | 3.100 | 3.189 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 751 | 746 | 373 | 438 |
| d_b, Bicycle Delay [s] | 36.06 | 36.38 | 61.23 | 56.44 |
| I_b,int, Bicycle LOS Score for Intersection | 3.114 | 2.439 | 1.757 | 1.776 |
| Bicycle LOS | C | 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 5: Iron Point/Grover**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 51.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.738 |

Intersection Setup

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | | | | | | | | | | | | | | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 100. | 100. | 100. | 200. | 200. | 100. | 100. | 230. | 210. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | No | | | |

Volumes

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|--------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 160 | 59 | 23 | 0 | 144 | 85 | 175 | 128 | 78 | 859 | 166 | 32 | 169 | 933 | 132 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 23 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 54 |
| Total Hourly Volume [veh/h] | 0 | 160 | 59 | 15 | 0 | 145 | 85 | 128 | 128 | 78 | 866 | 70 | 32 | 170 | 956 | 80 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 53 | 20 | 5 | 0 | 48 | 28 | 43 | 43 | 26 | 289 | 23 | 11 | 57 | 319 | 27 |
| Total Analysis Volume [veh/h] | 0 | 213 | 79 | 20 | 0 | 193 | 113 | 171 | 171 | 104 | 115 | 93 | 43 | 227 | 127 | 107 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 510 | | | | 20 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 20 | | | | 510 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 11 | | | | 19 | | | | 3 | | | | 172 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 3 | | | | 172 | | | | 11 | | | | 19 | | | |
| 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 | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 0 | 0 | 3 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 30 | 69 | 0 | 0 | 30 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 15 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|----|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 27 |
| Pedestrian Clearance [s] | 30 |

Lane Group Calculations

| Lane Group | L | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 15 | 15 | 40 | 40 | 40 | 25 | 53 | 53 | 25 | 52 | 52 |
| g / C, Green / Cycle | 0.10 | 0.10 | 0.26 | 0.26 | 0.26 | 0.17 | 0.35 | 0.35 | 0.16 | 0.35 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.09 | 0.11 | 0.06 | 0.17 | 0.15 | 0.23 | 0.06 | 0.15 | 0.25 | 0.09 |
| s, saturation flow rate [veh/h] | 1781 | 1796 | 1781 | 1870 | 1016 | 1781 | 5094 | 1558 | 1781 | 5094 | 1235 |
| c, Capacity [veh/h] | 180 | 182 | 469 | 492 | 267 | 297 | 1773 | 542 | 292 | 1759 | 427 |
| d1, Uniform Delay [s] | 67.27 | 67.26 | 46.30 | 43.94 | 46.26 | 62.44 | 41.77 | 34.31 | 62.65 | 43.45 | 34.93 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.13 | 0.24 | 0.19 | 0.19 | 0.23 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.63 | 4.56 | 0.22 | 0.09 | 3.14 | 22.38 | 0.70 | 0.25 | 21.63 | 0.99 | 0.52 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.86 | 0.86 | 0.41 | 0.23 | 0.64 | 0.93 | 0.65 | 0.17 | 0.93 | 0.72 | 0.25 |
| d, Delay for Lane Group [s/veh] | 71.90 | 71.82 | 46.51 | 44.02 | 49.40 | 84.82 | 42.47 | 34.56 | 84.28 | 44.44 | 35.45 |
| Lane Group LOS | E | E | D | D | D | F | D | C | F | D | D |
| Critical Lane Group | Yes | No | No | No | Yes | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.20 | 6.24 | 6.13 | 3.40 | 5.63 | 12.34 | 12.37 | 2.47 | 12.06 | 14.18 | 2.90 |
| 50th-Percentile Queue Length [ft/ln] | 154.92 | 156.00 | 153.2 | 85.05 | 140.8 | 308.5 | 309.2 | 61.75 | 301.5 | 354.5 | 72.49 |
| 95th-Percentile Queue Length [veh/ln] | 10.28 | 10.34 | 10.19 | 6.12 | 9.53 | 18.10 | 18.14 | 4.45 | 17.76 | 20.36 | 5.22 |
| 95th-Percentile Queue Length [ft/ln] | 256.98 | 258.42 | 254.7 | 153.0 | 238.1 | 452.6 | 453.5 | 111.1 | 443.9 | 508.9 | 130.4 |

Movement, Approach, & Intersection Results

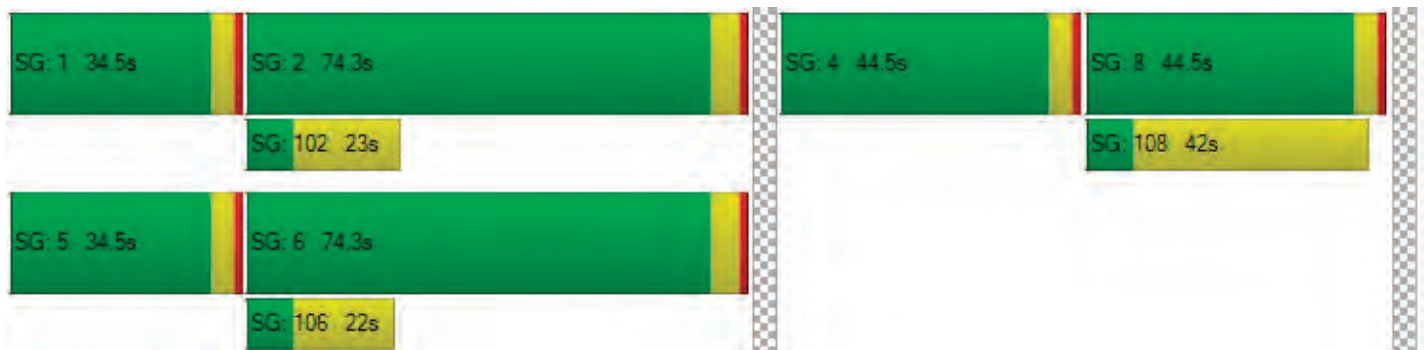
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|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 71.9 | 71.8 | 71.8 | 71.8 | 46.5 | 46.5 | 44.0 | 49.4 | 84.8 | 84.8 | 42.4 | 34.5 | 84.2 | 84.2 | 44.4 | 35.4 |
| Movement LOS | E | E | E | E | D | D | D | D | F | F | D | C | F | F | D | D |
| d_A, Approach Delay [s/veh] | 71.86 | | | | 46.96 | | | | 49.64 | | | | 50.37 | | | |
| Approach LOS | E | | | | D | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 51.37 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.738 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|--------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 11.0 | | | | 0.0 | | | |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 287.62 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| d_p, Pedestrian Delay [s] | 65.33 | | | | 65.33 | | | | 65.33 | | | | 0.00 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.252 | | | | 2.434 | | | | 3.292 | | | | 0.000 | | | |
| Crosswalk LOS | B | | | | B | | | | C | | | | F | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 527 | | | | 527 | | | | 909 | | | | 909 | | | |
| d_b, Bicycle Delay [s] | 41.20 | | | | 41.20 | | | | 22.61 | | | | 22.61 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.736 | | | | 2.106 | | | | 2.393 | | | | 2.474 | | | |
| Bicycle LOS | A | | | | B | | | | B | | | | B | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 6: Iron Pt/Oak Ave Pkwy**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 36.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.536 |

Intersection Setup

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|------------------------------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | T T T | | | T T T | | | T T T | | |
| Turning Movement | U-turn | Left | Right | U-turn | Left | Thru | U-turn | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 200.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 250.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | |
| Crosswalk | Yes | | | No | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|--|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 293 | 543 | 2 | 368 | 588 | 29 | 614 | 99 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 26 | 12 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 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 |
| Total Hourly Volume [veh/h] | 3 | 298 | 543 | 2 | 368 | 596 | 29 | 640 | 111 |
| Peak Hour Factor | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 |
| Other Adjustment Factor | 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 | 96 | 174 | 1 | 118 | 191 | 9 | 205 | 36 |
| Total Analysis Volume [veh/h] | 4 | 382 | 696 | 3 | 472 | 764 | 37 | 821 | 142 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 106 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fixed time |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissi | Permissi | Unsignali | Permissi | Protecte | Permissi | Protecte | Permissi | Unsignali |
|------------------------------|----------|----------|-----------|----------|----------|----------|----------|----------|-----------|
| Signal Group | 0 | 8 | 0 | 0 | 5 | 2 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | |
| Lead / Lag | - | Lead | - | - | Lead | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 10 | 5 | 10 | 0 |
| Maximum Green [s] | 0 | 25 | 0 | 0 | 25 | 40 | 25 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 3.5 | 5.3 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 46 | 30 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.3 | 2.0 | 5.4 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 27 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 2.5 | 4.3 | 0.0 |
| Minimum Recall | | No | | | No | Yes | No | Yes | |
| Maximum Recall | | No | | | No | No | No | No | |
| Pedestrian Recall | | 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 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 7 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | L | C | L | C |
|---|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 114 | 114 | 114 | 114 | 114 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 5.30 | 4.50 | 6.30 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 3.30 | 2.50 | 4.30 |
| g_i, Effective Green Time [s] | 26 | 26 | 41 | 26 | 40 |
| g / C, Green / Cycle | 0.22 | 0.22 | 0.36 | 0.22 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.11 | 0.14 | 0.21 | 0.02 | 0.23 |
| s, saturation flow rate [veh/h] | 3459 | 3459 | 3560 | 1781 | 3560 |
| c, Capacity [veh/h] | 774 | 774 | 1271 | 398 | 1240 |
| d1, Uniform Delay [s] | 38.67 | 39.82 | 30.00 | 35.08 | 31.47 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.29 | 3.63 | 2.11 | 0.46 | 2.79 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | |
|---------------------------------------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.50 | 0.61 | 0.60 | 0.09 | 0.66 |
| d, Delay for Lane Group [s/veh] | 40.96 | 43.45 | 32.11 | 35.54 | 34.26 |
| Lane Group LOS | D | D | C | D | C |
| Critical Lane Group | Yes | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 4.96 | 6.36 | 8.87 | 0.87 | 9.95 |
| 50th-Percentile Queue Length [ft/ln] | 124.01 | 159.09 | 221.81 | 21.78 | 248.84 |
| 95th-Percentile Queue Length [veh/ln] | 8.61 | 10.50 | 13.76 | 1.57 | 15.13 |
| 95th-Percentile Queue Length [ft/ln] | 215.33 | 262.52 | 343.93 | 39.20 | 378.20 |

Movement, Approach, & Intersection Results

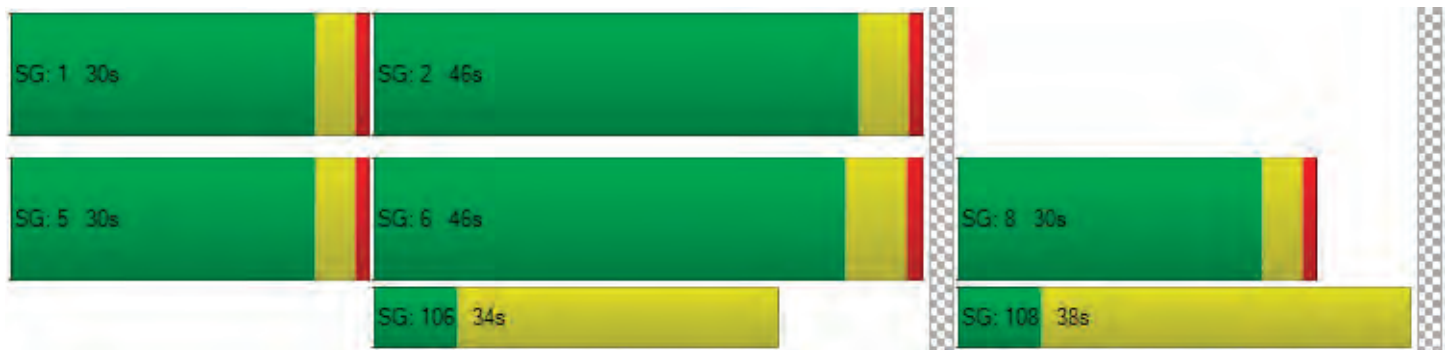
| | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 40.96 | 40.96 | 0.00 | 43.45 | 43.45 | 32.11 | 35.54 | 34.26 | 0.00 |
| Movement LOS | D | D | | D | D | C | D | C | |
| d_A, Approach Delay [s/veh] | 40.96 | | 36.46 | | | 34.32 | | | |
| Approach LOS | D | | D | | | C | | | |
| d_I, Intersection Delay [s/veh] | 36.42 | | | | | | | | |
| Intersection LOS | D | | | | | | | | |
| Intersection V/C | 0.536 | | | | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 46.53 | 0.00 | 46.53 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.604 | 0.000 | 2.884 |
| Crosswalk LOS | B | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 447 | 714 | 696 |
| d_b, Bicycle Delay [s] | 34.35 | 23.57 | 24.21 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.192 | 2.267 |
| Bicycle LOS | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 7: Iron Pt/ W Kaiser access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.055 |

Intersection Setup

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|------------------------------|-----------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|---|-----------------|--------|---------|--------|---------|--------|
| Base Volume Input [veh/h] | 0 | 26 | 805 | 149 | 0 | 716 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 4 | 9 | 0 | 38 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment 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 | 26 | 809 | 158 | 0 | 754 |
| Peak Hour Factor | 1.0000 | 0.8800 | 0.8800 | 0.8800 | 1.0000 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 7 | 230 | 45 | 0 | 214 |
| Total Analysis Volume [veh/h] | 0 | 30 | 919 | 180 | 0 | 857 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.05 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 11.94 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 4.33 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.94 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.18 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 8: Iron Pt/Rowberry**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 14.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.501 |

Intersection Setup

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T | | | | T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 220. | 100. | 100. | 100. | 30.0 | 100. | 100. | 100. | 100. | 325. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | No | | | | Yes | | | |

Volumes

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|--|----------|------|------|------|----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 70 | 0 | 102 | 0 | 18 | 8 | 79 | 12 | 44 | 646 | 129 | 14 | 261 | 555 | 18 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 38 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 108 | 0 | 38 | 0 | 18 | 8 | 21 | 12 | 44 | 650 | 123 | 14 | 266 | 555 | 18 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 29 | 0 | 10 | 0 | 5 | 2 | 6 | 3 | 12 | 175 | 33 | 4 | 72 | 149 | 5 |
| Total Analysis Volume [veh/h] | 0 | 116 | 0 | 41 | 0 | 19 | 9 | 23 | 13 | 47 | 699 | 132 | 15 | 286 | 597 | 19 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 150 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 40 | 0 | 0 | 25 | 40 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 45 | 0 | 0 | 30 | 45 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| C, Cycle Length [s] | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 4 | 4 | 4 | 3 | 3 | 3 | 16 | 16 | 6 | 20 | 20 |
| g / C, Green / Cycle | 0.09 | 0.09 | 0.09 | 0.05 | 0.05 | 0.06 | 0.34 | 0.34 | 0.13 | 0.41 | 0.41 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.03 | 0.03 | 0.01 | 0.02 | 0.03 | 0.20 | 0.08 | 0.09 | 0.17 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 1781 | 1589 | 1781 | 1659 | 1781 | 3560 | 1589 | 3459 | 3560 | 1589 |
| c, Capacity [veh/h] | 163 | 163 | 145 | 93 | 86 | 103 | 1212 | 541 | 443 | 1461 | 652 |
| d1, Uniform Delay [s] | 20.67 | 20.67 | 20.53 | 22.00 | 22.20 | 22.25 | 13.11 | 11.49 | 20.17 | 10.12 | 8.52 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.49 | 0.49 | 0.39 | 0.40 | 0.98 | 1.91 | 0.75 | 0.40 | 0.69 | 0.31 | 0.03 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| X, volume / capacity | 0.36 | 0.36 | 0.28 | 0.20 | 0.37 | 0.58 | 0.58 | 0.24 | 0.68 | 0.41 | 0.03 |
| d, Delay for Lane Group [s/veh] | 21.16 | 21.16 | 20.92 | 22.40 | 23.18 | 24.15 | 13.86 | 11.89 | 20.86 | 10.43 | 8.55 |
| Lane Group LOS | C | C | C | C | C | C | B | B | C | B | A |
| Critical Lane Group | Yes | No | No | No | Yes | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 0.58 | 0.58 | 0.41 | 0.20 | 0.34 | 0.66 | 2.72 | 0.92 | 1.50 | 1.87 | 0.10 |
| 50th-Percentile Queue Length [ft/ln] | 14.51 | 14.51 | 10.19 | 4.98 | 8.61 | 16.52 | 68.06 | 22.98 | 37.41 | 46.74 | 2.56 |
| 95th-Percentile Queue Length [veh/ln] | 1.04 | 1.04 | 0.73 | 0.36 | 0.62 | 1.19 | 4.90 | 1.65 | 2.69 | 3.36 | 0.18 |
| 95th-Percentile Queue Length [ft/ln] | 26.11 | 26.11 | 18.34 | 8.97 | 15.50 | 29.73 | 122.5 | 41.37 | 67.34 | 84.12 | 4.61 |

Movement, Approach, & Intersection Results

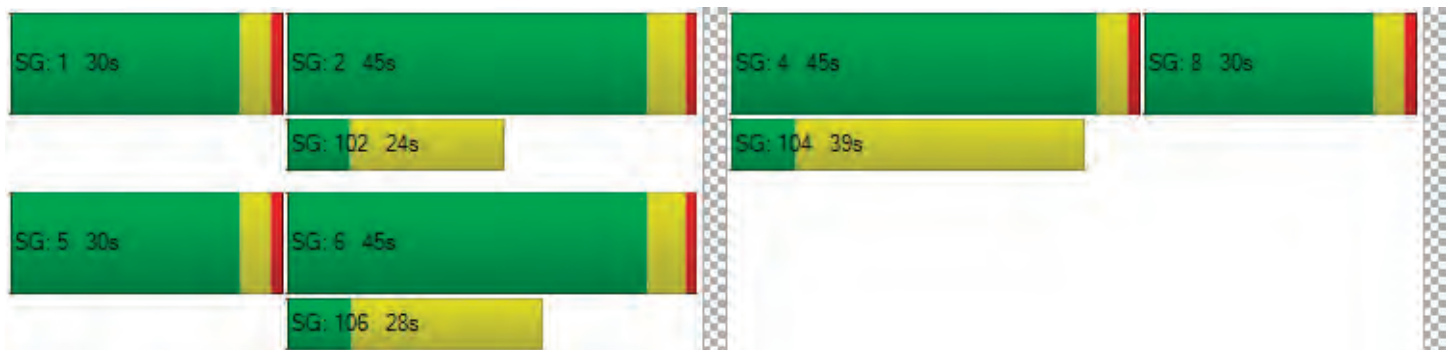
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 21.1 | 21.1 | 21.1 | 20.9 | 22.4 | 22.4 | 23.1 | 23.1 | 24.1 | 24.1 | 13.8 | 11.8 | 20.8 | 20.8 | 10.4 | 8.55 |
| Movement LOS | C | C | C | C | C | C | C | C | C | C | B | B | C | C | B | A |
| d_A, Approach Delay [s/veh] | 21.10 | | | | 22.89 | | | | 14.26 | | | | 13.82 | | | |
| Approach LOS | C | | | | C | | | | B | | | | B | | | |
| d_I, Intersection Delay [s/veh] | 14.81 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.501 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 0.0 | 11.0 |
| 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] | 14.40 | 14.40 | 0.00 | 14.40 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.504 | 2.044 | 0.000 | 2.903 |
| Crosswalk LOS | B | B | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1677 | 1056 | 1644 | 1644 |
| d_b, Bicycle Delay [s] | 0.63 | 5.38 | 0.77 | 0.77 |
| I_b,int, Bicycle LOS Score for Intersection | 1.754 | 1.708 | 2.261 | 2.304 |
| Bicycle LOS | A | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 9: Iron Pt/Safe Credit Union access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 16.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.062 |

Intersection Setup

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|------------------------------|--------------------------|--------|-----------|-------|-----------|--------|--------|
| Approach | Northbound | | Eastbound | | Westbound | | |
| Lane Configuration | | | | | | | |
| Turning Movement | Left | Right | Thru | Right | U-turn | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 90.00 | 120.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 49.21 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | | |
| Crosswalk | Yes | | No | | No | | |

Volumes

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|---|--------------------------|--------|---------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 9 | 701 | 12 | 21 | 32 | 848 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 8 | 13 | 4 | 0 | 4 | 5 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 17 | 714 | 16 | 21 | 36 | 853 |
| Peak Hour Factor | 1.0000 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 5 | 190 | 4 | 6 | 10 | 227 |
| Total Analysis Volume [veh/h] | 0 | 18 | 760 | 17 | 22 | 38 | 907 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | |
|---------------------------------------|-------|-------|------|------|-------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.03 | 0.01 | 0.00 | 0.06 | 0.05 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 11.00 | 0.00 | 0.00 | 15.97 | 10.09 | 0.00 |
| Movement LOS | | B | A | A | C | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.09 | 0.00 | 0.00 | 0.36 | 0.36 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 2.25 | 0.00 | 0.00 | 9.01 | 9.01 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.00 | | 0.00 | | 0.76 | | |
| Approach LOS | B | | A | | A | | |
| d_I, Intersection Delay [s/veh] | 0.53 | | | | | | |
| Intersection LOS | C | | | | | | |

**Intersection Level Of Service Report
Intersection 10: Iron Pt/Broadstone**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 15.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.309 |

Intersection Setup

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 270. | 100. | 100. | 200. | 230. | 100. | 100. | 270. | 240. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 240. | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | Yes | | | |

Volumes

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 15 | 11 | 8 | 5 | 58 | 40 | 254 | 18 | 143 | 508 | 62 | 5 | 55 | 605 | 18 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 16 | 0 | 0 | 0 | 7 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 256 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 18 |
| Total Hourly Volume [veh/h] | 0 | 15 | 11 | 5 | 5 | 58 | 40 | 0 | 18 | 148 | 524 | 48 | 5 | 55 | 612 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 4 | 3 | 1 | 1 | 16 | 11 | 0 | 5 | 41 | 144 | 13 | 1 | 15 | 168 | 0 |
| Total Analysis Volume [veh/h] | 0 | 16 | 12 | 5 | 5 | 64 | 44 | 0 | 20 | 163 | 576 | 53 | 5 | 60 | 673 | 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Per | Per | Per | Per | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 30 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.50 | 5.50 | 4.50 | 5.50 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 4 | 4 | 4 | 8 | 8 | 5 | 17 | 17 | 3 | 16 |
| g / C, Green / Cycle | 0.07 | 0.07 | 0.07 | 0.16 | 0.16 | 0.09 | 0.34 | 0.34 | 0.06 | 0.31 |
| (v / s)_i Volume / Saturation Flow Rate | 0.01 | 0.01 | 0.00 | 0.02 | 0.01 | 0.05 | 0.11 | 0.03 | 0.02 | 0.13 |
| s, saturation flow rate [veh/h] | 1781 | 1856 | 1589 | 3459 | 3560 | 3459 | 5094 | 1589 | 3459 | 5094 |
| c, Capacity [veh/h] | 133 | 139 | 119 | 544 | 560 | 315 | 1726 | 539 | 207 | 1567 |
| d1, Uniform Delay [s] | 22.21 | 22.21 | 22.11 | 18.66 | 18.51 | 22.45 | 12.69 | 11.64 | 23.19 | 14.22 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.28 | 0.04 | 0.28 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.13 | 0.12 | 0.05 | 0.04 | 0.02 | 0.63 | 0.30 | 0.21 | 0.32 | 0.49 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 | 0.10 | 0.10 | 0.04 | 0.13 | 0.08 | 0.58 | 0.33 | 0.10 | 0.31 | 0.43 |
| d, Delay for Lane Group [s/veh] | 22.34 | 22.32 | 22.16 | 18.69 | 18.53 | 23.09 | 12.98 | 11.85 | 23.51 | 14.71 |
| Lane Group LOS | C | C | C | B | B | C | B | B | C | B |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 0.15 | 0.15 | 0.05 | 0.32 | 0.21 | 1.00 | 1.46 | 0.39 | 0.36 | 1.88 |
| 50th-Percentile Queue Length [ft/ln] | 3.74 | 3.76 | 1.34 | 8.10 | 5.13 | 25.01 | 36.57 | 9.73 | 8.94 | 46.92 |
| 95th-Percentile Queue Length [veh/ln] | 0.27 | 0.27 | 0.10 | 0.58 | 0.37 | 1.80 | 2.63 | 0.70 | 0.64 | 3.38 |
| 95th-Percentile Queue Length [ft/ln] | 6.74 | 6.76 | 2.41 | 14.59 | 9.23 | 45.02 | 65.82 | 17.52 | 16.09 | 84.45 |

Movement, Approach, & Intersection Results

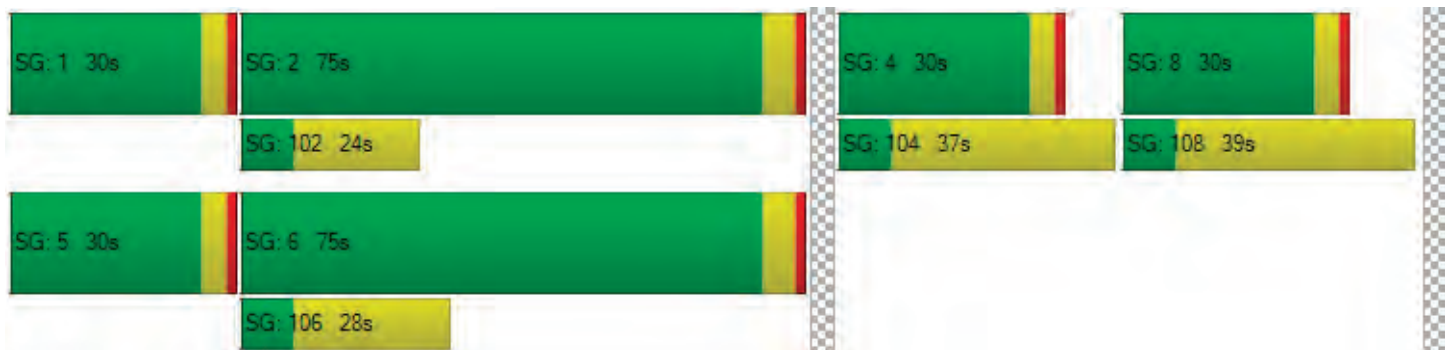
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 22.3 | 22.3 | 22.3 | 22.1 | 18.6 | 18.6 | 18.5 | 0.00 | 23.0 | 23.0 | 12.9 | 11.8 | 23.5 | 23.5 | 14.7 | 0.00 |
| Movement LOS | C | C | C | C | B | B | B | | C | C | B | B | C | C | B | |
| d_A, Approach Delay [s/veh] | 22.31 | | | 18.63 | | | 15.18 | | | 15.48 | | | | | | |
| Approach LOS | C | | | B | | | B | | | B | | | | | | |
| d_I, Intersection Delay [s/veh] | 15.68 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.309 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| 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] | 15.83 | 15.83 | 15.83 | 15.83 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.313 | 2.729 | 3.001 | 2.967 |
| Crosswalk LOS | B | B | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 994 | 994 | 2710 | 2710 |
| d_b, Bicycle Delay [s] | 6.49 | 6.49 | 3.23 | 3.23 |
| I_b,int, Bicycle LOS Score for Intersection | 1.593 | 1.600 | 1.924 | 1.963 |
| Bicycle LOS | A | A | A | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 11: Iron Pt/E Bidwell**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 46.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.784 |

Intersection Setup

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | Iron Pt | | | | |
|------------------------------|------------|-------|-------|------------|------|------|------|-----------|------|------|-----------|------|------|------|------|
| Approach | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Lane Configuration | \| \| \| |  |  | \| \| \| \| |  |  |  | \| \| \| |  |  | \| \| \| \| |  |  |  |  |
| Turning Movement | Left | Thru | Right | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 300.0 | 100.0 | 220.0 | 450. | 100. | 100. | 450. | 280. | 100. | 100. | 100. | 250. | 100. | 100. | 270. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 260. | 0.00 | 0.00 | 0.00 | 100 |
| Speed [mph] | 30.00 | | | 30.00 | | | | 30.00 | | | 30.00 | | | | |
| Grade [%] | 0.00 | | | 0.00 | | | | 0.00 | | | 0.00 | | | | |
| Curb Present | No | | | No | | | | No | | | No | | | | |
| Crosswalk | No | | | Yes | | | | Yes | | | Yes | | | | |

Volumes

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|-------|-------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 821 | 1082 | 570 | 5 | 251 | 924 | 97 | 5 | 228 | 255 | 401 | 0 | 505 | 369 | 245 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 0 | 0 | 2 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 570 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 233 | 0 | 0 | 0 | 245 |
| Total Hourly Volume [veh/h] | 824 | 1082 | 0 | 5 | 251 | 924 | 0 | 5 | 228 | 260 | 176 | 0 | 505 | 371 | 0 |
| Peak Hour Factor | 0.980 | 0.980 | 0.980 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 210 | 276 | 0 | 1 | 64 | 236 | 0 | 1 | 58 | 66 | 45 | 0 | 129 | 95 | 0 |
| Total Analysis Volume [veh/h] | 841 | 1104 | 0 | 5 | 256 | 943 | 0 | 5 | 233 | 265 | 180 | 0 | 515 | 379 | 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 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 216 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 216.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Protec | Permi | Unsig | Per | Prot | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 3 | 8 | 0 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 5 | 0 |
| Maximum Green [s] | 45 | 69 | 0 | 0 | 45 | 69 | 0 | 0 | 40 | 40 | 0 | 0 | 40 | 40 | 0 |
| Amber [s] | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 50 | 75 | 0 | 0 | 50 | 75 | 0 | 0 | 45 | 46 | 0 | 0 | 45 | 46 | 0 |
| Vehicle Extension [s] | 2.0 | 5.6 | 0.0 | 0.0 | 2.0 | 5.1 | 0.0 | 0.0 | 2.0 | 5.3 | 0.0 | 0.0 | 2.0 | 5.6 | 0.0 |
| Walk [s] | 0 | 30 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 29 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 134 | 134 | 134 | 134 | 134 | 134 | 134 | 134 | 134 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 3.30 | 2.50 | 3.30 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 |
| g_i, Effective Green Time [s] | 35 | 60 | 12 | 37 | 12 | 20 | 20 | 23 | 31 |
| g / C, Green / Cycle | 0.26 | 0.44 | 0.09 | 0.27 | 0.09 | 0.15 | 0.15 | 0.17 | 0.23 |
| (v / s)_i Volume / Saturation Flow Rate | 0.24 | 0.22 | 0.08 | 0.19 | 0.07 | 0.07 | 0.11 | 0.15 | 0.07 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 3459 | 5094 | 3459 | 3560 | 1589 | 3459 | 5094 |
| c, Capacity [veh/h] | 912 | 2256 | 321 | 1385 | 297 | 536 | 239 | 582 | 1186 |
| d1, Uniform Delay [s] | 48.22 | 26.68 | 59.92 | 43.79 | 60.41 | 52.48 | 54.78 | 54.73 | 42.81 |
| k, delay calibration | 0.04 | 0.31 | 0.04 | 0.24 | 0.04 | 0.27 | 0.27 | 0.04 | 0.31 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.78 | 0.48 | 1.91 | 1.33 | 1.91 | 1.75 | 11.15 | 1.85 | 0.45 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 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 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|-------|-------|--------|--------|
| X, volume / capacity | 0.92 | 0.49 | 0.81 | 0.68 | 0.80 | 0.49 | 0.75 | 0.89 | 0.32 |
| d, Delay for Lane Group [s/veh] | 50.00 | 27.16 | 61.83 | 45.12 | 62.32 | 54.23 | 65.93 | 56.58 | 43.26 |
| Lane Group LOS | D | C | E | D | E | D | E | E | D |
| Critical Lane Group | Yes | No | No | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 13.90 | 8.52 | 4.46 | 9.55 | 4.07 | 4.26 | 6.60 | 8.68 | 3.57 |
| 50th-Percentile Queue Length [ft/ln] | 347.59 | 213.06 | 111.52 | 238.67 | 101.8 | 106.4 | 164.8 | 216.92 | 89.17 |
| 95th-Percentile Queue Length [veh/ln] | 20.02 | 13.31 | 7.92 | 14.61 | 7.33 | 7.64 | 10.81 | 13.51 | 6.42 |
| 95th-Percentile Queue Length [ft/ln] | 500.47 | 332.76 | 198.11 | 365.36 | 183.3 | 191.0 | 270.1 | 337.70 | 160.50 |

Movement, Approach, & Intersection Results

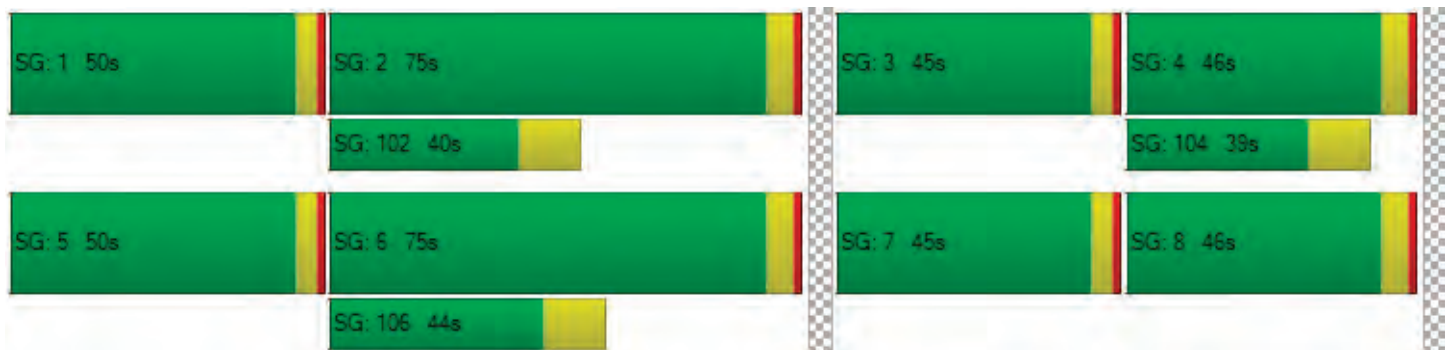
| | | | | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|------|------|------|-------|------|------|-------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 50.00 | 27.16 | 0.00 | 61.8 | 61.8 | 45.1 | 0.00 | 62.3 | 62.3 | 54.2 | 65.9 | 56.5 | 56.5 | 43.2 | 0.00 |
| Movement LOS | D | C | | E | E | D | | E | E | D | E | E | E | D | |
| d_A, Approach Delay [s/veh] | 37.04 | | | 48.75 | | | | 60.13 | | | 50.93 | | | | |
| Approach LOS | D | | | D | | | | E | | | D | | | | |
| d_I, Intersection Delay [s/veh] | 45.99 | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | |
| Intersection V/C | 0.784 | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 33.0 | 38.0 | 34.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 38.28 | 34.60 | 37.53 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.218 | 3.411 | 3.107 |
| Crosswalk LOS | F | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1037 | 1037 | 605 | 605 |
| d_b, Bicycle Delay [s] | 15.59 | 15.59 | 32.69 | 32.69 |
| I_b,int, Bicycle LOS Score for Intersection | 2.629 | 2.081 | 2.123 | 1.768 |
| Bicycle LOS | B | B | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 12: E Bidwell/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 29.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.914 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | \| \| r |  | \| \| \| |  | r r r r | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 300.00 | 100.00 | 100.00 | 400.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | Yes | | Yes | |

Volumes

| Name | E Bidwell | | E Bidwell | | | |
|--|-----------|--------|-----------|--------|--------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1181 | 248 | 0 | 821 | 70 | 1275 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 8 | 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 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1181 | 248 | 0 | 829 | 70 | 1278 |
| Peak Hour Factor | 0.9800 | 0.9800 | 1.0000 | 0.9800 | 0.9800 | 0.9800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 301 | 63 | 0 | 211 | 18 | 326 |
| Total Analysis Volume [veh/h] | 1205 | 253 | 0 | 846 | 71 | 1304 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 117 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 12 | 0 | 0 | 12 | 8 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 55 | 0 |
| Amber [s] | 4.8 | 0.0 | 0.0 | 4.8 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 61 | 0 |
| Vehicle Extension [s] | 4.0 | 0.0 | 0.0 | 4.0 | 3.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 19 | 0 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.8 | 0.0 | 0.0 | 3.8 | 3.1 | 0.0 |
| Minimum Recall | No | | | No | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | R | C | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 108 | 108 | 108 | 108 | 108 | 108 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.80 | 5.80 | 5.80 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.80 | 3.80 | 3.80 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 43 | 43 | 43 | 43 | 54 | 54 |
| g / C, Green / Cycle | 0.40 | 0.40 | 0.40 | 0.40 | 0.50 | 0.50 |
| (v / s)_i Volume / Saturation Flow Rate | 0.32 | 0.34 | 0.16 | 0.17 | 0.02 | 0.47 |
| s, saturation flow rate [veh/h] | 1855 | 1748 | 1577 | 5053 | 3431 | 2791 |
| c, Capacity [veh/h] | 744 | 701 | 632 | 2026 | 1708 | 1390 |
| d1, Uniform Delay [s] | 28.67 | 29.54 | 23.05 | 23.25 | 13.88 | 25.52 |
| k, delay calibration | 0.26 | 0.29 | 0.15 | 0.15 | 0.13 | 0.13 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 5.04 | 7.99 | 0.58 | 0.20 | 0.01 | 4.43 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.81 | 0.86 | 0.40 | 0.42 | 0.04 | 0.94 |
| d, Delay for Lane Group [s/veh] | 33.71 | 37.53 | 23.64 | 23.44 | 13.89 | 29.94 |
| Lane Group LOS | C | D | C | C | B | C |
| Critical Lane Group | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 14.47 | 15.39 | 4.64 | 5.13 | 0.44 | 15.71 |
| 50th-Percentile Queue Length [ft/ln] | 361.72 | 384.78 | 115.93 | 128.33 | 11.07 | 392.72 |
| 95th-Percentile Queue Length [veh/ln] | 20.71 | 21.82 | 8.17 | 8.85 | 0.80 | 22.21 |
| 95th-Percentile Queue Length [ft/ln] | 517.67 | 545.62 | 204.21 | 221.23 | 19.93 | 555.23 |

Movement, Approach, & Intersection Results

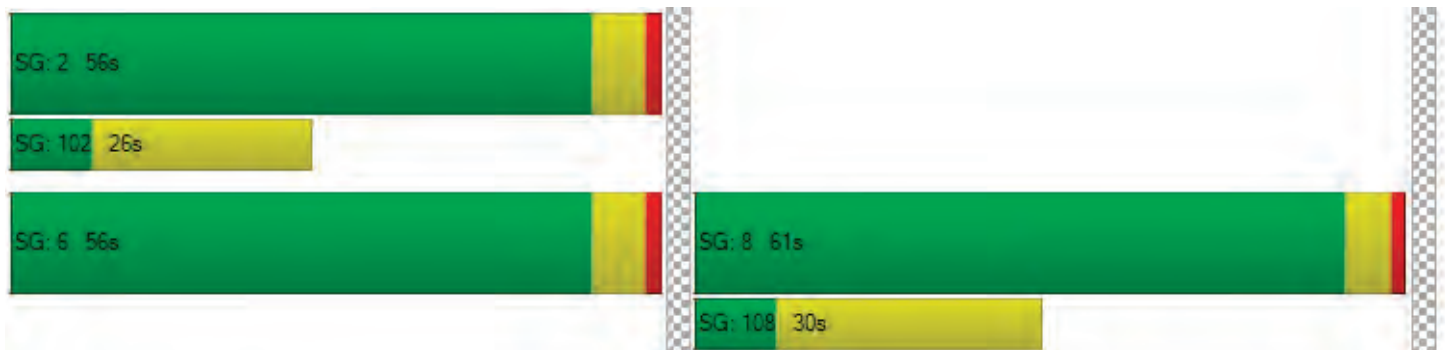
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 35.22 | 23.64 | 0.00 | 23.44 | 13.89 | 29.94 |
| Movement LOS | D | C | | C | B | C |
| d_A, Approach Delay [s/veh] | 33.54 | | 23.44 | | 29.12 | |
| Approach LOS | C | | C | | C | |
| d_I, Intersection Delay [s/veh] | 29.56 | | | | | |
| Intersection LOS | C | | | | | |
| Intersection V/C | 0.914 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 43.43 | 43.43 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.007 | 2.726 |
| Crosswalk LOS | F | C | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 932 | 932 | 1038 |
| d_b, Bicycle Delay [s] | 15.36 | 15.36 | 12.47 |
| I_b,int, Bicycle LOS Score for Intersection | 2.762 | 2.025 | 1.560 |
| Bicycle LOS | C | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 13: E Bidwell/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 10.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.768 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑↑ | | ↑↓ | | ↔↔ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|--|-----------|--------|-----------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 0 | 503 | 280 | 611 | 926 | 207 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 8 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 503 | 280 | 619 | 926 | 207 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 132 | 74 | 163 | 244 | 54 |
| Total Analysis Volume [veh/h] | 0 | 529 | 295 | 652 | 975 | 218 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 0 | 2 | 6 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 0 | 8 | 6 | 0 | 8 | 0 |
| Maximum Green [s] | 0 | 50 | 50 | 0 | 50 | 0 |
| Amber [s] | 0.0 | 4.8 | 4.1 | 0.0 | 4.8 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 56 | 56 | 0 | 56 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.8 | 3.1 | 0.0 | 3.8 | 0.0 |
| Minimum Recall | | No | No | | No | |
| Maximum Recall | | No | No | | No | |
| Pedestrian Recall | | No | No | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | C | R | L | R |
|---|-------|-------|-------|-------|------|------|
| C, Cycle Length [s] | 34 | 34 | 34 | 34 | 34 | 34 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.10 | 5.10 | 5.10 | 5.80 | 5.80 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.10 | 3.10 | 3.10 | 3.80 | 3.80 |
| g_i, Effective Green Time [s] | 9 | 10 | 10 | 10 | 13 | 13 |
| g / C, Green / Cycle | 0.28 | 0.30 | 0.30 | 0.30 | 0.39 | 0.39 |
| (v / s)_i Volume / Saturation Flow Rate | 0.15 | 0.16 | 0.21 | 0.21 | 0.29 | 0.14 |
| s, saturation flow rate [veh/h] | 3475 | 1825 | 1551 | 1551 | 3375 | 1551 |
| c, Capacity [veh/h] | 959 | 541 | 460 | 460 | 1306 | 600 |
| d1, Uniform Delay [s] | 10.64 | 10.17 | 10.79 | 10.79 | 9.09 | 7.52 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.19 | 0.32 | 0.76 | 0.76 | 0.32 | 0.14 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.55 | 0.55 | 0.71 | 0.71 | 0.75 | 0.36 |
| d, Delay for Lane Group [s/veh] | 10.83 | 10.49 | 11.55 | 11.55 | 9.42 | 7.66 |
| Lane Group LOS | B | B | B | B | A | A |
| Critical Lane Group | No | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 1.28 | 1.39 | 1.68 | 1.68 | 2.09 | 0.77 |
| 50th-Percentile Queue Length [ft/ln] | 31.96 | 34.84 | 41.89 | 41.89 | 52.20 | 19.34 |
| 95th-Percentile Queue Length [veh/ln] | 2.30 | 2.51 | 3.02 | 3.02 | 3.76 | 1.39 |
| 95th-Percentile Queue Length [ft/ln] | 57.53 | 62.72 | 75.41 | 75.41 | 93.96 | 34.82 |

Movement, Approach, & Intersection Results

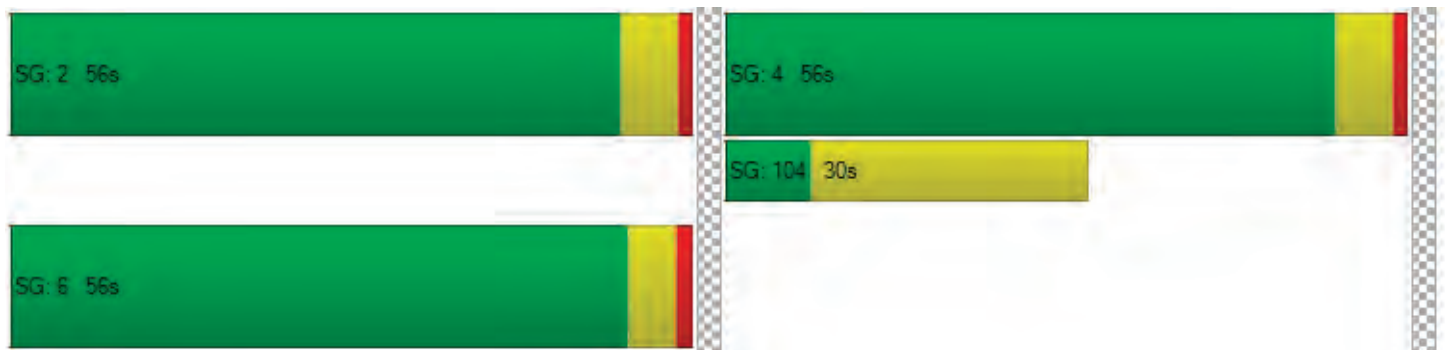
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 10.83 | 10.49 | 11.55 | 9.42 | 7.66 |
| Movement LOS | | B | B | B | A | A |
| d_A, Approach Delay [s/veh] | 10.83 | | 11.22 | | 9.10 | |
| Approach LOS | B | | B | | A | |
| d_I, Intersection Delay [s/veh] | | | 10.19 | | | |
| Intersection LOS | | | B | | | |
| Intersection V/C | | | 0.768 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 7.91 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.325 | 0.000 | 0.000 |
| Crosswalk LOS | B | F | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 2928 | 2969 | 2928 |
| d_b, Bicycle Delay [s] | 3.69 | 4.02 | 3.69 |
| I_b,int, Bicycle LOS Score for Intersection | 1.996 | 2.341 | 1.560 |
| Bicycle LOS | A | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 14: Lot 6 access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.006 |

Intersection Setup

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| | 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 Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 5 | 28 | 16 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 8 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 8 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 5 | 0 | 5 | 8 | 0 | 15 | 0 | 4 | 5 | 28 | 16 | 8 |
| Peak Hour Factor | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 0.920 | 0.920 | 0.920 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 1 | 0 | 1 | 2 | 0 | 4 | 0 | 1 | 1 | 8 | 4 | 2 |
| Total Analysis Volume [veh/h] | 5 | 0 | 5 | 8 | 0 | 15 | 0 | 4 | 5 | 30 | 17 | 8 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.21 | 9.63 | 8.39 | 9.19 | 9.67 | 8.49 | 7.26 | 0.00 | 0.00 | 7.28 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.03 | 0.03 | 0.03 | 0.07 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 | 0.06 |
| 95th-Percentile Queue Length [ft/ln] | 0.79 | 0.79 | 0.79 | 1.79 | 1.79 | 1.79 | 0.00 | 0.00 | 0.00 | 1.42 | 1.42 | 1.42 |
| d_A, Approach Delay [s/veh] | 8.80 | | | 8.74 | | | 0.00 | | | 3.97 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.23 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 15: Lot 1 access

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.012 |

Intersection Setup

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|-----------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|---|------------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 78 | 0 | 12 | 3 | 20 | 0 | 0 | 49 | 49 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 36 | 0 | 9 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 36 | 78 | 9 | 12 | 3 | 20 | 0 | 5 | 49 | 49 |
| Peak Hour Factor | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 1.000 | 0.920 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 9 | 21 | 2 | 3 | 1 | 5 | 0 | 1 | 13 | 13 |
| Total Analysis Volume [veh/h] | 0 | 0 | 36 | 85 | 9 | 13 | 3 | 22 | 0 | 5 | 53 | 53 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.03 | 0.11 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.50 | 9.96 | 8.53 | 10.14 | 10.34 | 9.33 | 7.43 | 0.00 | 0.00 | 7.27 | 0.00 | 0.00 |
| Movement LOS | A | A | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.11 | 0.11 | 0.11 | 0.45 | 0.45 | 0.45 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |
| 95th-Percentile Queue Length [ft/ln] | 2.65 | 2.65 | 2.65 | 11.22 | 11.22 | 11.22 | 0.15 | 0.15 | 0.15 | 0.24 | 0.24 | 0.24 |
| d_A, Approach Delay [s/veh] | 8.53 | | | 10.06 | | | 0.89 | | | 0.33 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.17 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 16: Oak Ave Pkwy/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|r |  |  | \|\|r | | | | | | r\|l\|l | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 100.0 | 400.0 | 100.0 | 400.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|--|--------------|-------|-------|--------------|-------|-------|----------|-------|-------|-----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 2.00 | 2.00 | 2.00 | 3.00 | 2.00 | 3.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | | | | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Unsig | Permi | Permi | Unsig | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | | | | No | | |
| Maximum Recall | | No | | | No | | | | | No | | |
| Pedestrian Recall | | No | | | No | | | | | No | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 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 | C | C | L | R |
|---|------|------|------|------|
| C, Cycle Length [s] | 9 | 9 | 9 | 9 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 0 | 0 | 0 | 0 |
| g / C, Green / Cycle | 0.01 | 0.01 | 0.01 | 0.01 |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | 0.00 | 0.00 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 3431 | 2791 |
| c, Capacity [veh/h] | 73 | 73 | 71 | 58 |
| d1, Uniform Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

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

Movement, Approach, & Intersection Results

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

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] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.033 | 1.909 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 0 | 10984 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 4.60 | 92.77 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 4.132 | 1.560 |
| Bicycle LOS | A | A | D | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 17: Oak Ave Pkwy/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\|\| |  |  | \| \| \| \| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 400.0 | 100.0 | 400.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 2.00 | 5.00 | 5.00 | 5.00 | 2.00 | 5.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | No | | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | No | | | | | |
| Maximum Recall | | No | | | No | | No | | | | | |
| Pedestrian Recall | | No | | | No | | No | | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | C | R | C | R | L | R | |
| C, Cycle Length [s] | 9 | 9 | 9 | 9 | 9 | 9 | |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | |
| g_i, Effective Green Time [s] | 0 | 0 | 0 | 0 | 0 | 0 | |
| g / C, Green / Cycle | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| s, saturation flow rate [veh/h] | 3475 | 1551 | 3475 | 1551 | 3375 | 2746 | |
| c, Capacity [veh/h] | 72 | 32 | 72 | 32 | 70 | 57 | |
| d1, Uniform Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

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

Movement, Approach, & Intersection Results

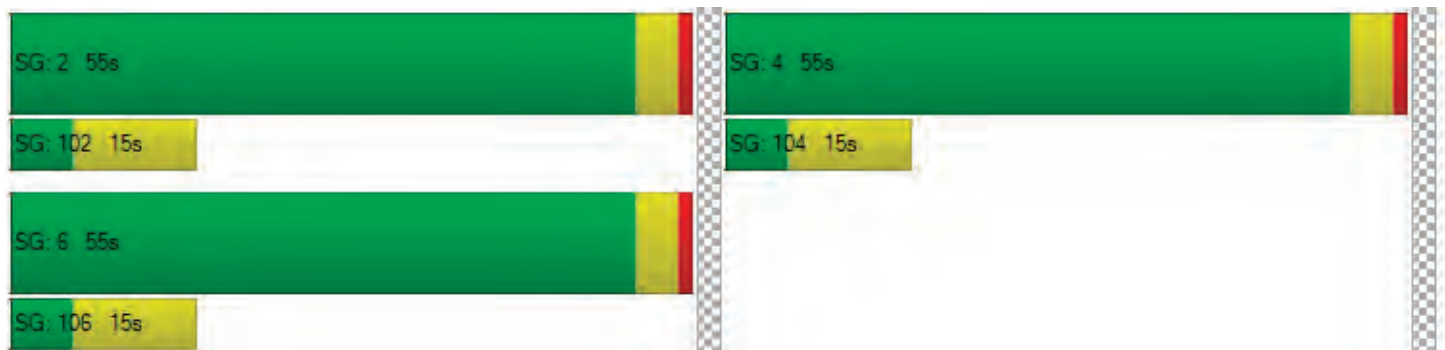
| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | A |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

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | 9.0 | 9.0 | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.909 | 1.033 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 10984 | 0 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 92.77 | 4.60 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 1.560 | 4.132 |
| Bicycle LOS | A | A | A | D |

Sequence

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



Signal Warrants Report For Intersection 7: Iron Pt/ W Kaiser access

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 | 754 | 967 | 26 |
| 2 | 731 | 938 | 25 |
| 3 | 716 | 919 | 25 |
| 4 | 671 | 861 | 23 |
| 5 | 596 | 764 | 21 |
| 6 | 588 | 754 | 20 |
| 7 | 581 | 745 | 20 |
| 8 | 528 | 677 | 18 |
| 9 | 520 | 667 | 18 |
| 10 | 513 | 658 | 18 |
| 11 | 445 | 571 | 15 |
| 12 | 415 | 532 | 14 |
| 13 | 407 | 522 | 14 |
| 14 | 302 | 387 | 10 |
| 15 | 302 | 387 | 10 |
| 16 | 211 | 271 | 7 |
| 17 | 121 | 155 | 4 |
| 18 | 121 | 155 | 4 |
| 19 | 68 | 87 | 2 |
| 20 | 38 | 48 | 1 |
| 21 | 23 | 29 | 1 |
| 22 | 8 | 10 | 0 |
| 23 | 8 | 10 | 0 |
| 24 | 8 | 10 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 1721 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 1669 | 1 | 25 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1635 | 1 | 25 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1532 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1360 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1342 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1326 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1205 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1187 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1171 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1016 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 947 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 929 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 689 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 689 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 482 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 276 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 276 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 155 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 86 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 52 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 18 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 18 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 18 | 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) | 11.9 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:05 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 26 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 1747 |
| Number of Approaches on Intersection | 3 |
| Total Volume Condition Met | Yes |
| Warrant Met for Approach | No |
| Warrant Met for Intersection | No |

Signal Warrants Report For Intersection 9: Iron Pt/Safe Credit Union access

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 | 910 | 730 | 17 |
| 2 | 883 | 708 | 16 |
| 3 | 865 | 694 | 16 |
| 4 | 810 | 650 | 15 |
| 5 | 719 | 577 | 13 |
| 6 | 710 | 569 | 13 |
| 7 | 701 | 562 | 13 |
| 8 | 637 | 511 | 12 |
| 9 | 628 | 504 | 12 |
| 10 | 619 | 496 | 12 |
| 11 | 537 | 431 | 10 |
| 12 | 501 | 402 | 9 |
| 13 | 491 | 394 | 9 |
| 14 | 364 | 292 | 7 |
| 15 | 364 | 292 | 7 |
| 16 | 255 | 204 | 5 |
| 17 | 146 | 117 | 3 |
| 18 | 146 | 117 | 3 |
| 19 | 82 | 66 | 2 |
| 20 | 46 | 37 | 1 |
| 21 | 27 | 22 | 1 |
| 22 | 9 | 7 | 0 |
| 23 | 9 | 7 | 0 |
| 24 | 9 | 7 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 1640 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 1591 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1559 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1460 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1296 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1279 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1263 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1148 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1132 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1115 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 968 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 903 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 885 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 656 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 656 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 459 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 263 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 263 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 148 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 83 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 49 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 16 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 16 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 16 | 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) | 11 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:03 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 17 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 1657 |
| 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 14: Lot 6 access

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, N |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|---|---------------|----|
| | E | W | S | N |
| 1 | 52 | 9 | 10 | 23 |
| 2 | 50 | 9 | 10 | 22 |
| 3 | 49 | 9 | 10 | 22 |
| 4 | 46 | 8 | 9 | 20 |
| 5 | 41 | 7 | 8 | 18 |
| 6 | 41 | 7 | 8 | 18 |
| 7 | 40 | 7 | 8 | 18 |
| 8 | 36 | 6 | 7 | 16 |
| 9 | 36 | 6 | 7 | 16 |
| 10 | 35 | 6 | 7 | 16 |
| 11 | 31 | 5 | 6 | 14 |
| 12 | 29 | 5 | 6 | 13 |
| 13 | 28 | 5 | 5 | 12 |
| 14 | 21 | 4 | 4 | 9 |
| 15 | 21 | 4 | 4 | 9 |
| 16 | 15 | 3 | 3 | 6 |
| 17 | 8 | 1 | 2 | 4 |
| 18 | 8 | 1 | 2 | 4 |
| 19 | 5 | 1 | 1 | 2 |
| 20 | 3 | 0 | 1 | 1 |
| 21 | 2 | 0 | 0 | 1 |
| 22 | 1 | 0 | 0 | 0 |
| 23 | 1 | 0 | 0 | 0 |
| 24 | 1 | 0 | 0 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 61 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 59 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 58 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 54 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 48 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 48 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 47 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 42 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 42 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 41 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 36 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 34 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 33 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 25 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 25 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 18 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 9 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 9 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 6 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 3 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 2 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 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 | N |
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 8.8 | 8.7 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:01 | 0:03 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 10 | 23 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 94 | 94 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Signal Warrants Report For Intersection 15: Lot 1 access

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 | N, S |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|----|
| | E | W | N | S |
| 1 | 103 | 23 | 99 | 36 |
| 2 | 100 | 22 | 96 | 35 |
| 3 | 98 | 22 | 94 | 34 |
| 4 | 92 | 20 | 88 | 32 |
| 5 | 81 | 18 | 78 | 28 |
| 6 | 80 | 18 | 77 | 28 |
| 7 | 79 | 18 | 76 | 28 |
| 8 | 72 | 16 | 69 | 25 |
| 9 | 71 | 16 | 68 | 25 |
| 10 | 70 | 16 | 67 | 24 |
| 11 | 61 | 14 | 58 | 21 |
| 12 | 57 | 13 | 54 | 20 |
| 13 | 56 | 12 | 53 | 19 |
| 14 | 41 | 9 | 40 | 14 |
| 15 | 41 | 9 | 40 | 14 |
| 16 | 29 | 6 | 28 | 10 |
| 17 | 16 | 4 | 16 | 6 |
| 18 | 16 | 4 | 16 | 6 |
| 19 | 9 | 2 | 9 | 3 |
| 20 | 5 | 1 | 5 | 2 |
| 21 | 3 | 1 | 3 | 1 |
| 22 | 1 | 0 | 1 | 0 |
| 23 | 1 | 0 | 1 | 0 |
| 24 | 1 | 0 | 1 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 126 | 1 | 99 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 122 | 1 | 96 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 120 | 1 | 94 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 112 | 1 | 88 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 99 | 1 | 78 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 98 | 1 | 77 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 97 | 1 | 76 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 88 | 1 | 69 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 87 | 1 | 68 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 86 | 1 | 67 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 75 | 1 | 58 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 70 | 1 | 54 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 68 | 1 | 53 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 50 | 1 | 40 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 50 | 1 | 40 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 35 | 1 | 28 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 20 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 20 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 11 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 6 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 4 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 1 | 1 | 1 | 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 | N | S |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 10.1 | 8.5 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:16 | 0:05 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 99 | 36 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 261 | 261 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 1 2021 AM

Report File: Z:\...\2021 AM With Proj Vistro Report.pdf

12/4/2021

Trip Generation summary

Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|--------------------------|--------------------|------|-----------|-------|----------|-------|-------|-----------|-----------|-------------|------------------|
| 1: Lot 1 | Apts | #221 | DU | 0.320 | 153.000 | 27.00 | 73.00 | 13 | 36 | 49 | 60.49 |
| 2: Lot 6 | Apts | #221 | DU | 0.320 | 100.000 | 27.00 | 73.00 | 9 | 23 | 32 | 39.51 |
| Added Trips Total | | | | | | | | 22 | 59 | 81 | 100.00 |

Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 1 2021 AM

Report File: Z:\...\2021 AM With Proj Vistro Report.pdf

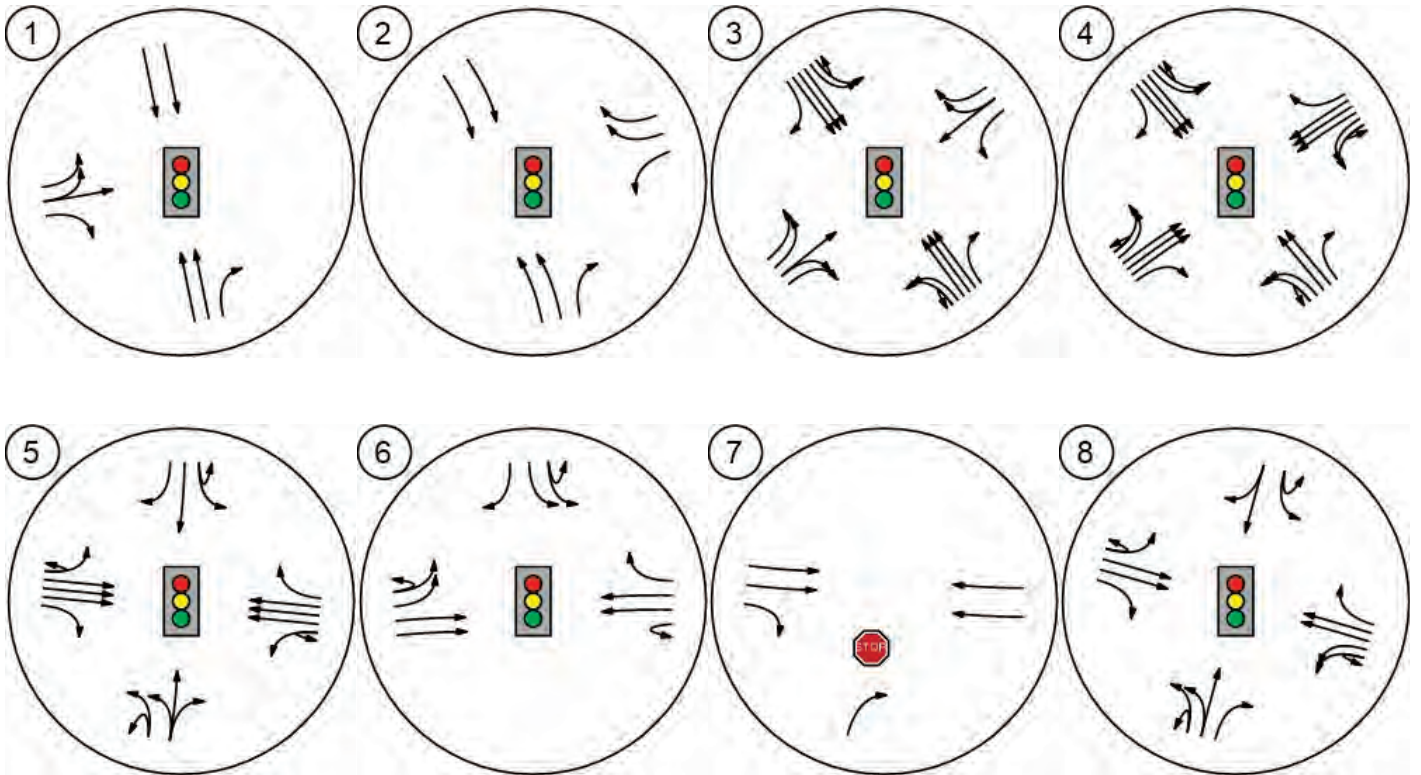
12/4/2021

Trip Distribution summary

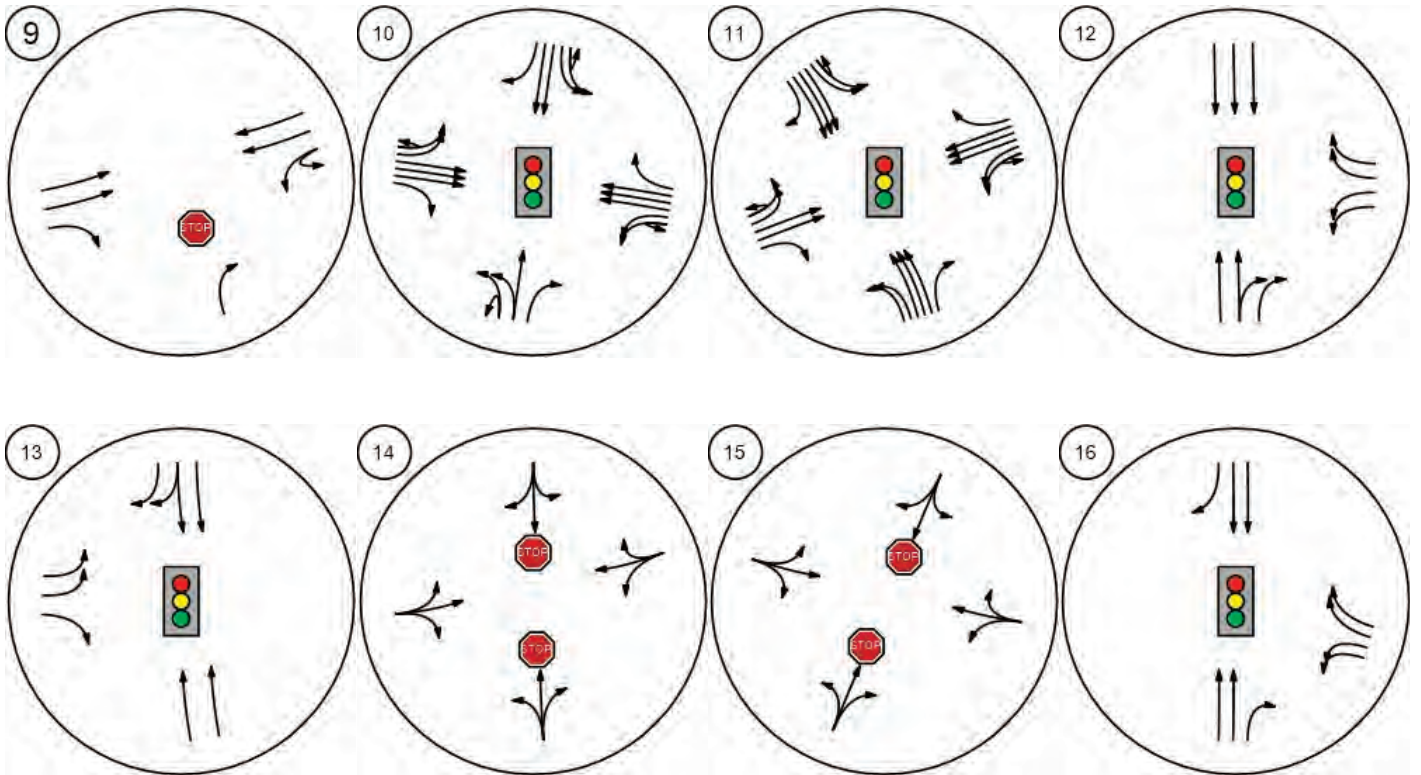
| Zone / Gate | Zone 1: Lot 1 | | | |
|----------------------------------|---------------|-----------|---------------|-----------|
| | To Lot 1: | | From Lot 1: | |
| | Share % | Trips | Share % | Trips |
| 2: Lot 6 | 0.00 | 0 | 0.00 | 0 |
| 11: S via Prairie City Rd | 3.00 | 0 | 3.00 | 1 |
| 12: W via US 50 | 16.00 | 2 | 16.00 | 6 |
| 13: W via American Aggregate Rd | 1.00 | 0 | 1.00 | 0 |
| 14: W via Iron Pt Rd | 5.00 | 1 | 5.00 | 2 |
| 15: N via Prairie City Rd | 13.00 | 2 | 13.00 | 5 |
| 16: N via Grover Rd | 4.00 | 1 | 4.00 | 1 |
| 17: Folsom HS | 2.00 | 0 | 2.00 | 1 |
| 18: N via Oak Ave. Pkwy | 22.00 | 3 | 22.00 | 7 |
| 19: N via Broadstone Pkwy | 8.00 | 1 | 8.00 | 3 |
| 20: Shops around Palladio | 6.00 | 1 | 6.00 | 2 |
| 21: E via Iron Pt Rd | 7.00 | 1 | 7.00 | 3 |
| 22: E Via US 50 | 13.00 | 2 | 13.00 | 5 |
| 23: Folsom Ranch Via Rowberry Dr | 0.00 | 0 | 0.00 | 0 |
| 24: S via Oak Ave Pkwy | 0.00 | 0 | 0.00 | 0 |
| Total | 100.00 | 14 | 100.00 | 36 |

| Zone / Gate | Zone 2: Lot 6 | | | |
|----------------------------------|---------------|----------|---------------|-----------|
| | To Lot 6: | | From Lot 6: | |
| | Share % | Trips | Share % | Trips |
| 1: Lot 1 | 0.00 | 0 | 0.00 | 0 |
| 11: S via Prairie City Rd | 3.00 | 0 | 3.00 | 1 |
| 12: W via US 50 | 16.00 | 1 | 16.00 | 4 |
| 13: W via American Aggregate Rd | 1.00 | 0 | 1.00 | 0 |
| 14: W via Iron Pt Rd | 5.00 | 0 | 5.00 | 1 |
| 15: N via Prairie City Rd | 13.00 | 1 | 13.00 | 3 |
| 16: N via Grover Rd | 4.00 | 0 | 4.00 | 1 |
| 17: Folsom HS | 2.00 | 0 | 2.00 | 0 |
| 18: N via Oak Ave. Pkwy | 22.00 | 2 | 22.00 | 5 |
| 19: N via Broadstone Pkwy | 8.00 | 1 | 8.00 | 2 |
| 20: Shops around Palladio | 6.00 | 1 | 6.00 | 1 |
| 21: E via Iron Pt Rd | 7.00 | 1 | 7.00 | 2 |
| 22: E Via US 50 | 13.00 | 1 | 13.00 | 3 |
| 23: Folsom Ranch Via Rowberry Dr | 0.00 | 0 | 0.00 | 0 |
| 24: S via Oak Ave Pkwy | 0.00 | 0 | 0.00 | 0 |
| Total | 100.00 | 8 | 100.00 | 23 |

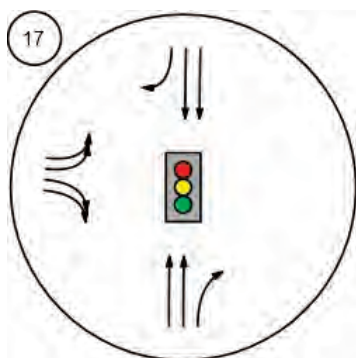
Lane Configuration and Traffic Control



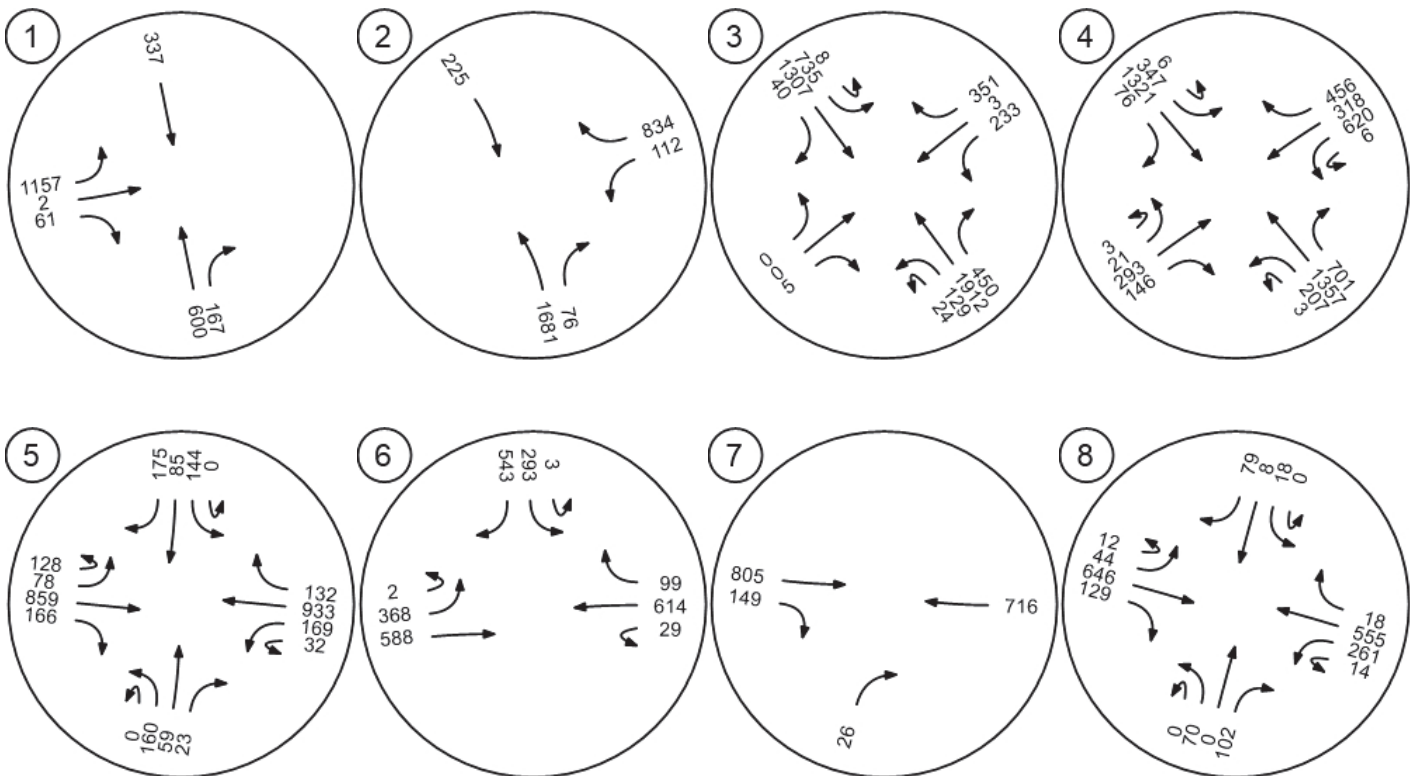
Lane Configuration and Traffic Control



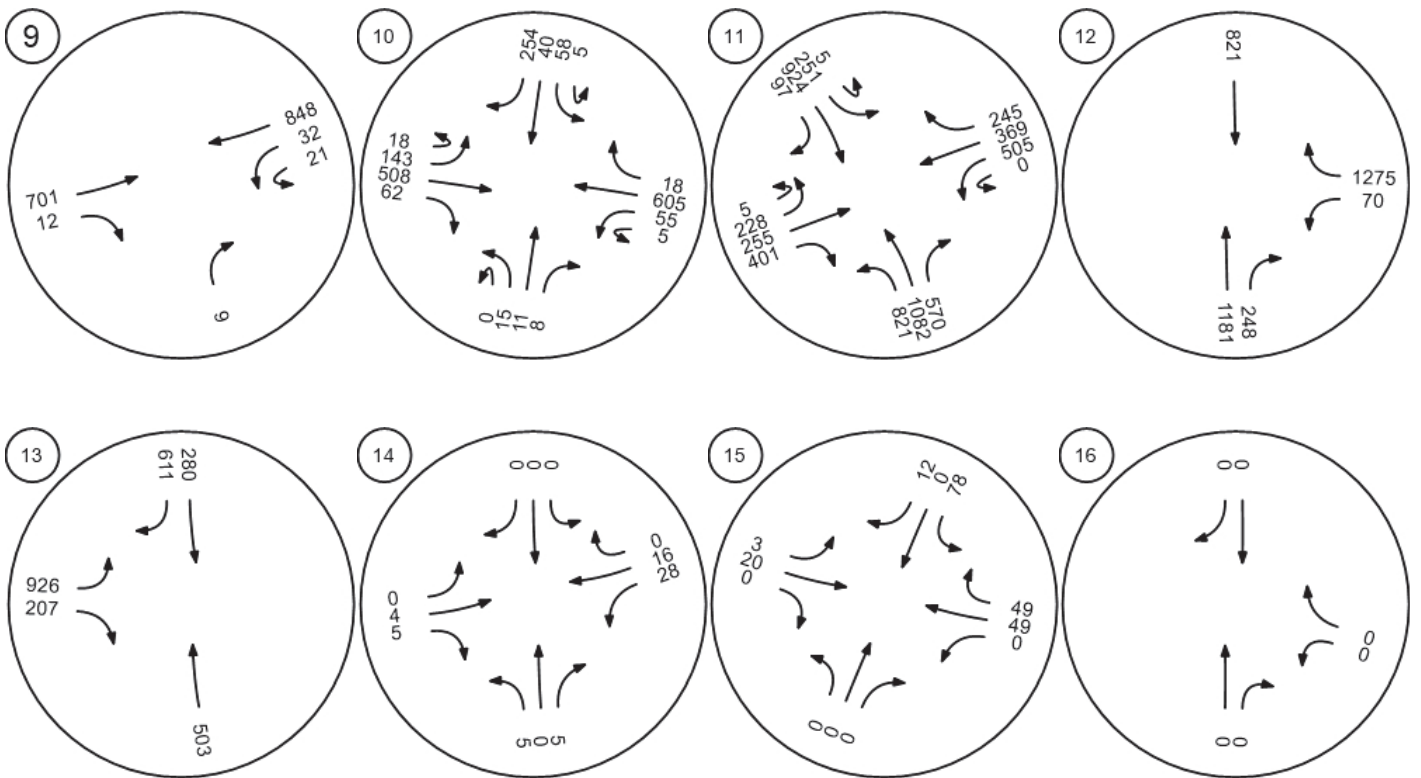
Lane Configuration and Traffic Control



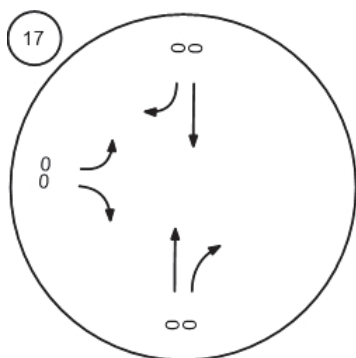
Traffic Volume - Base Volume



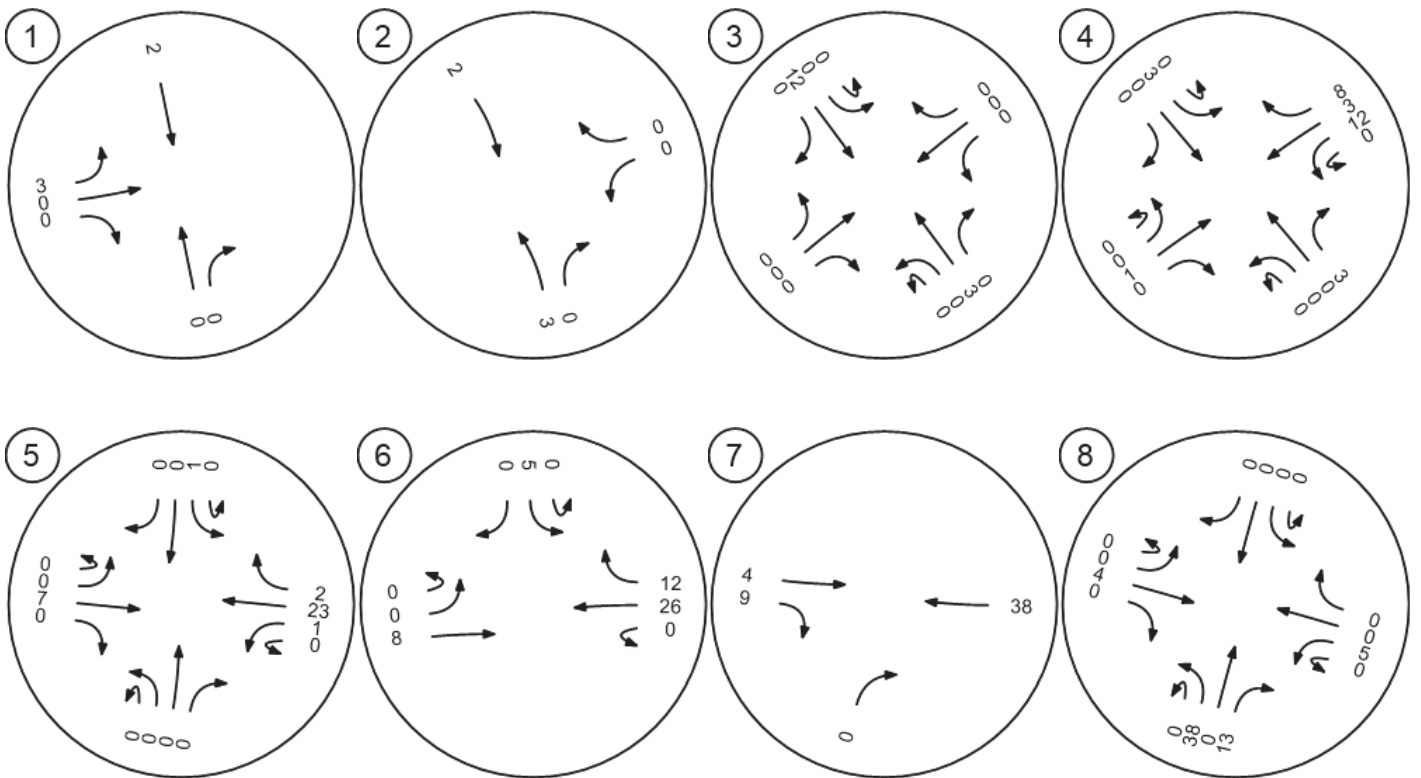
Traffic Volume - Base Volume



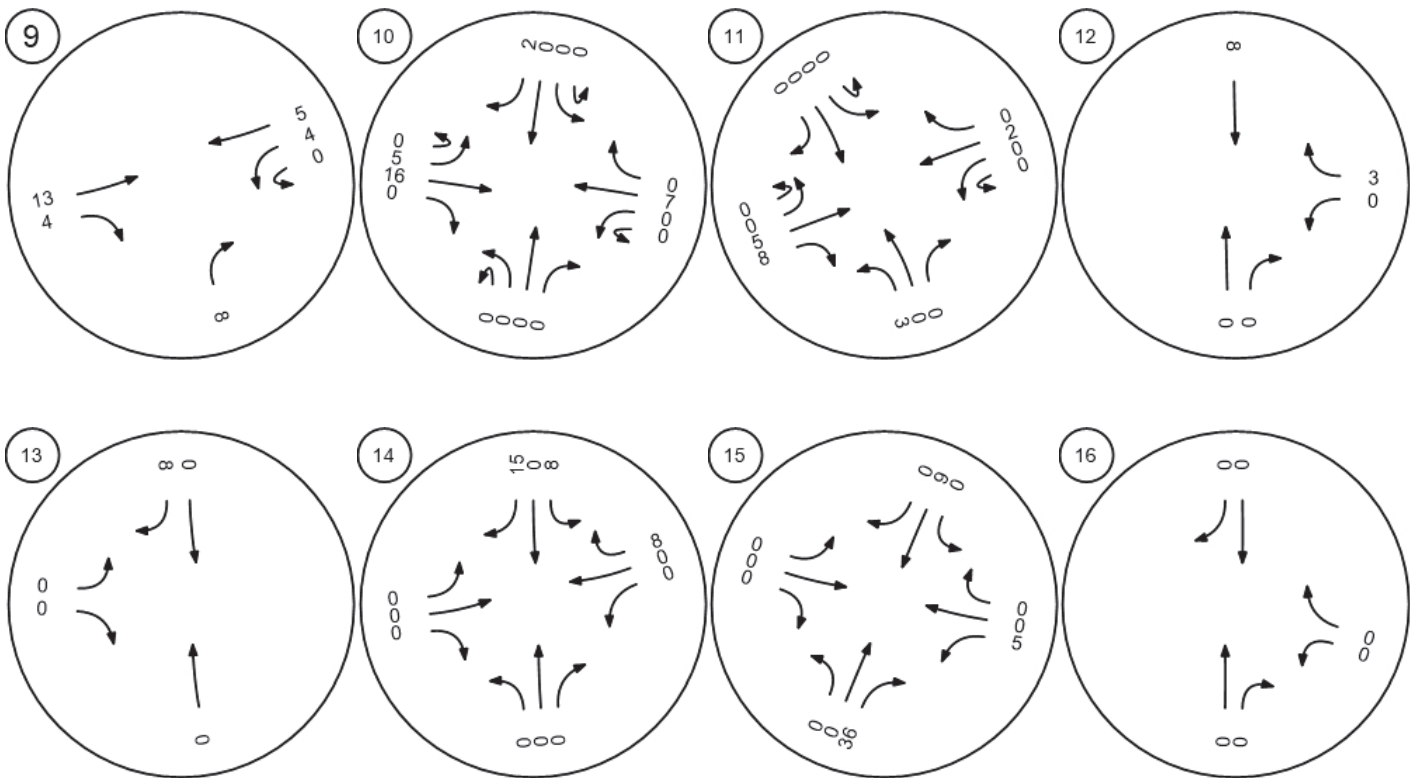
Traffic Volume - Base Volume



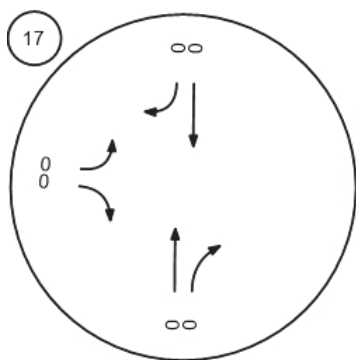
Traffic Volume - Net New Site Trips



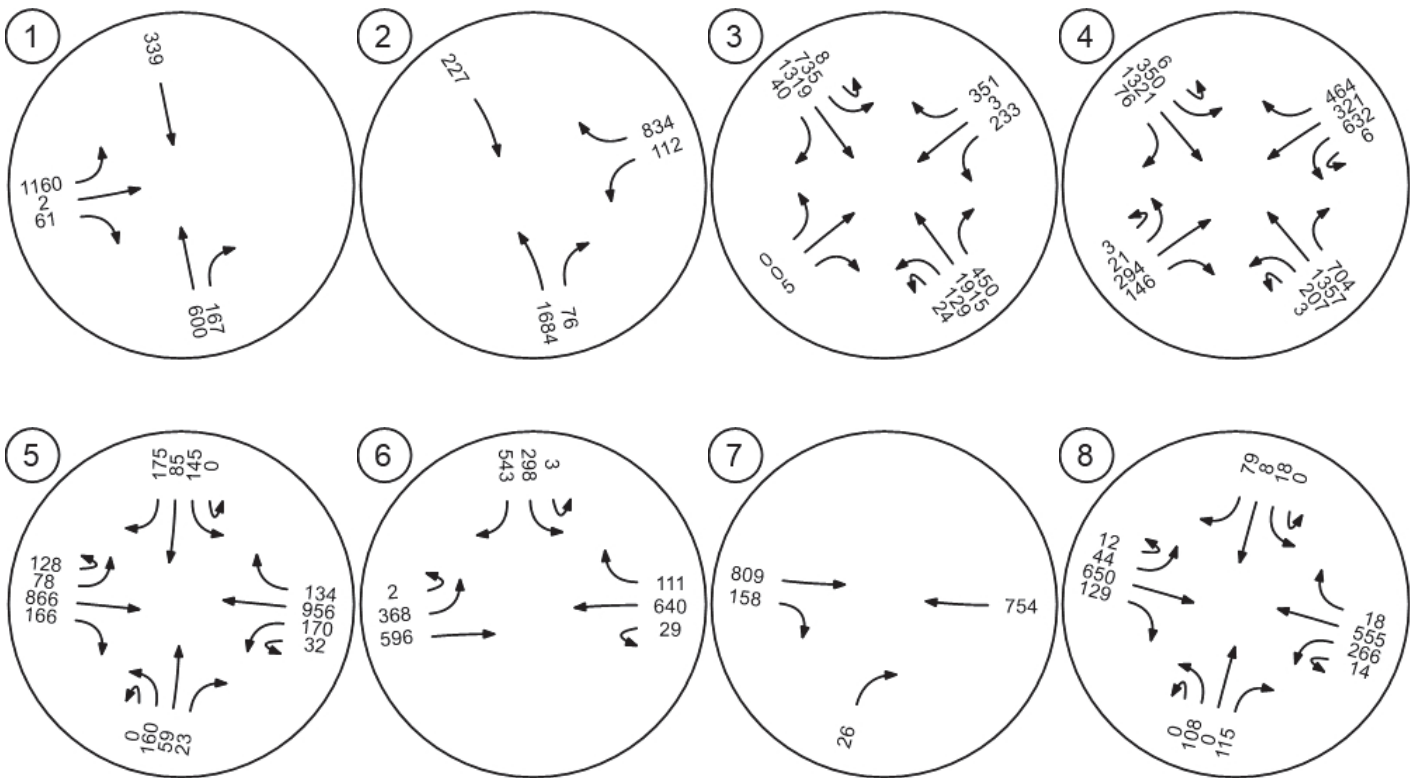
Traffic Volume - Net New Site Trips



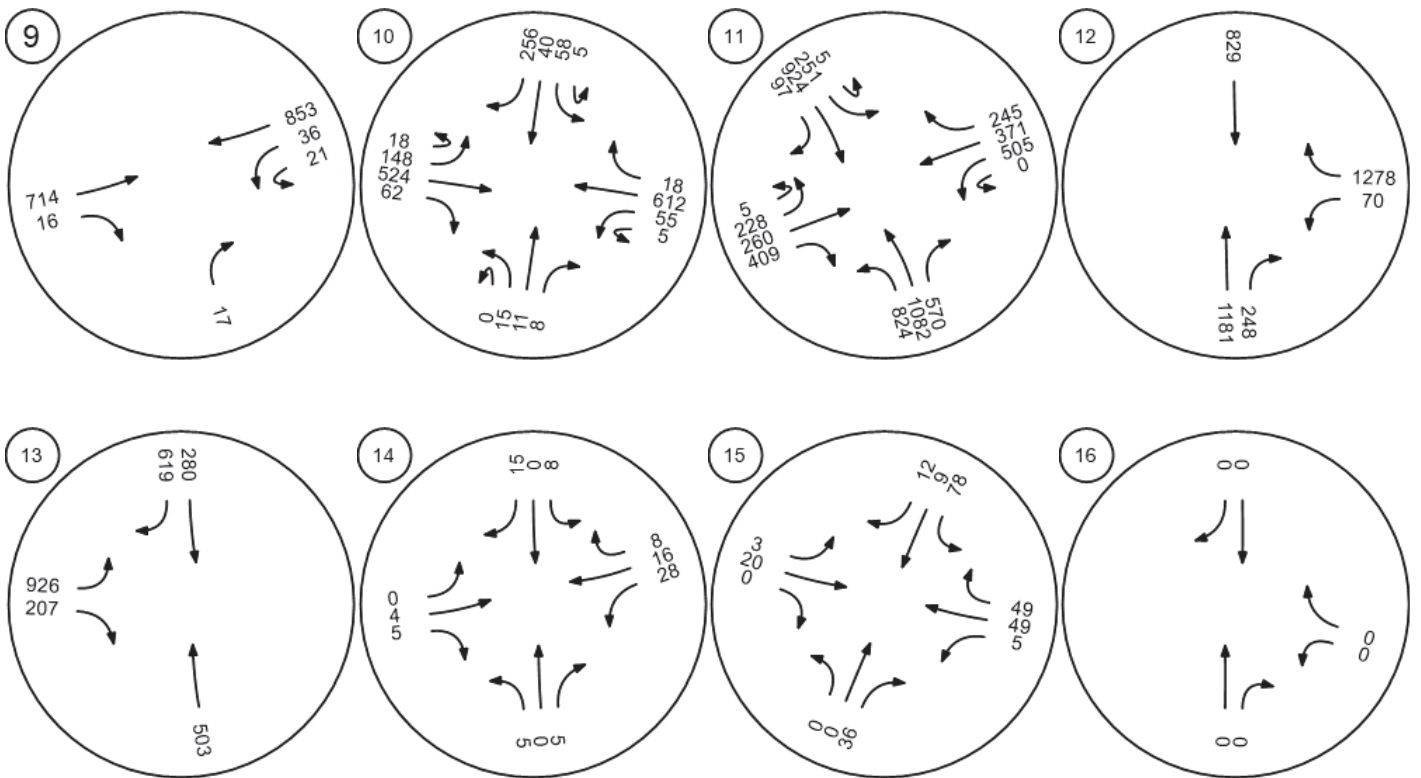
Traffic Volume - Net New Site Trips



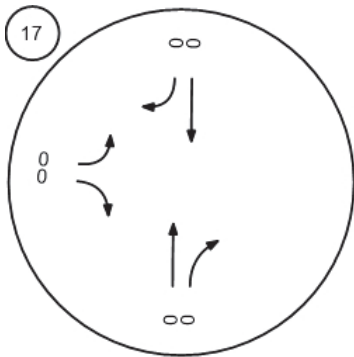
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 89.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.958 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 207 | 135 | 701 | 6 | 347 | 132 | 76 | 3 | 21 | 293 | 146 | 6 | 620 | 318 | 456 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 3 | 8 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 207 | 135 | 704 | 6 | 350 | 132 | 76 | 3 | 21 | 294 | 146 | 6 | 632 | 321 | 464 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 62 | 409 | 212 | 2 | 105 | 398 | 23 | 1 | 6 | 89 | 44 | 2 | 190 | 97 | 140 |
| Total Analysis Volume [veh/h] | 4 | 249 | 163 | 848 | 7 | 422 | 159 | 92 | 4 | 25 | 354 | 176 | 7 | 761 | 387 | 559 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 2 | | | | 7 | | | | 42 | | | | 3 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 42 | | | | 3 | | | | 2 | | | | 7 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 5 | | | | 40 | | | | 4 | | | | 14 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 14 | | | | 4 | | | | 40 | | | | 5 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 33 | 0 | 0 | 36 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 39 | 0 | 0 | 41 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 4.0 | 0.0 | 0.0 | 2.0 | 4.0 | 0.0 | 0.0 | 2.0 | 4.0 | 0.0 | 0.0 | 2.0 | 4.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 185 | 185 | 185 | 185 | 185 | 185 | 185 | 185 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 16 | 74 | 25 | 83 | 3 | 30 | 36 | 63 |
| g / C, Green / Cycle | 0.08 | 0.40 | 0.13 | 0.45 | 0.02 | 0.16 | 0.20 | 0.34 |
| (v / s)_i Volume / Saturation Flow Rate | 0.07 | 0.46 | 0.12 | 0.31 | 0.01 | 0.07 | 0.22 | 0.08 |
| s, saturation flow rate [veh/h] | 3459 | 3560 | 3459 | 5094 | 3459 | 5094 | 3459 | 5094 |
| c, Capacity [veh/h] | 294 | 1428 | 463 | 2278 | 55 | 813 | 682 | 1737 |
| d1, Uniform Delay [s] | 83.53 | 55.40 | 79.19 | 41.11 | 90.35 | 70.21 | 74.25 | 43.47 |
| k, delay calibration | 0.04 | 0.50 | 0.04 | 0.50 | 0.04 | 0.15 | 0.06 | 0.15 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.87 | 74.02 | 3.52 | 1.81 | 2.93 | 0.53 | 59.40 | 0.09 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|---------|--------|--------|-------|--------|--------|--------|
| X, volume / capacity | 0.86 | 1.14 | 0.93 | 0.70 | 0.53 | 0.44 | 1.13 | 0.22 |
| d, Delay for Lane Group [s/veh] | 86.40 | 129.42 | 82.72 | 42.92 | 93.28 | 70.74 | 133.65 | 43.56 |
| Lane Group LOS | F | F | F | D | F | E | F | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.14 | 47.93 | 10.42 | 20.08 | 0.72 | 5.15 | 21.94 | 4.34 |
| 50th-Percentile Queue Length [ft/ln] | 153.53 | 1198.20 | 260.45 | 501.88 | 18.00 | 128.77 | 548.38 | 108.42 |
| 95th-Percentile Queue Length [veh/ln] | 10.21 | 65.31 | 15.71 | 27.42 | 1.30 | 8.87 | 31.54 | 7.75 |
| 95th-Percentile Queue Length [ft/ln] | 255.13 | 1632.78 | 392.78 | 685.59 | 32.40 | 221.83 | 788.56 | 193.80 |

Movement, Approach, & Intersection Results

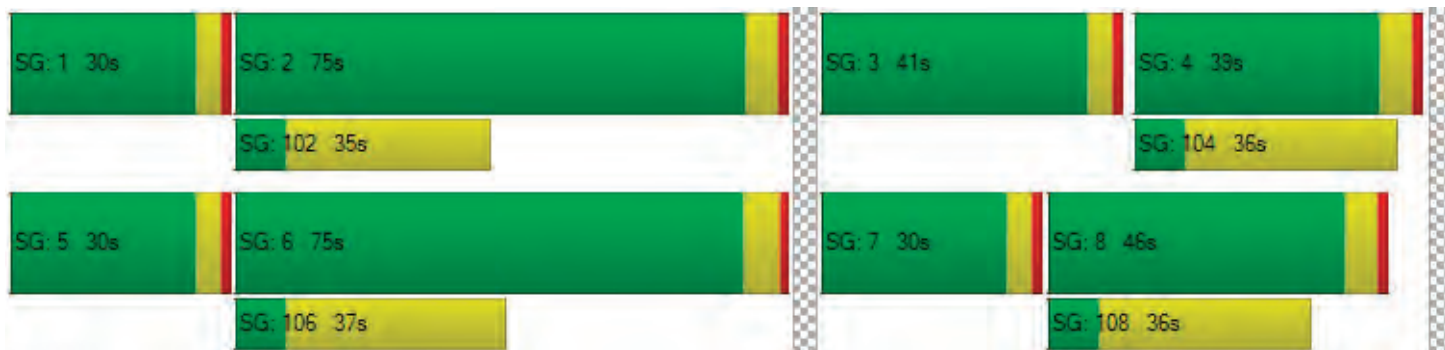
| | | | | | | | | | | | | | | | | |
|---------------------------------|--------|------|------|-------|------|------|-------|------|------|--------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 86.4 | 86.4 | 129. | 0.00 | 82.7 | 82.7 | 42.9 | 0.00 | 93.2 | 93.2 | 70.7 | 0.00 | 133. | 133. | 43.5 | 0.00 |
| Movement LOS | F | F | F | | F | F | D | | F | F | E | | F | F | D | |
| d_A, Approach Delay [s/veh] | 123.65 | | | 51.37 | | | 72.44 | | | 103.46 | | | | | | |
| Approach LOS | F | | | D | | | E | | | F | | | | | | |
| d_I, Intersection Delay [s/veh] | 88.95 | | | | | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | | | | | |
| Intersection V/C | 0.958 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 122.02 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 81.82 | 81.82 | 81.82 | 81.82 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.343 | 3.282 | 3.100 | 3.189 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 751 | 746 | 362 | 438 |
| d_b, Bicycle Delay [s] | 36.05 | 36.37 | 62.03 | 56.43 |
| I_b,int, Bicycle LOS Score for Intersection | 3.114 | 2.439 | 1.757 | 1.776 |
| Bicycle LOS | C | B | A | A |

Sequence

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



Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 2 2021 PM

Report File: Z:\...\2021 PM With Proj Vistro Report.pdf

12/4/2021

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|-------------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Prairie City/US 50 EB | Signalized | HCM 6th Edition | SB Thru | 0.787 | 8.4 | A |
| 2 | Prairie City/US 50 WB | Signalized | HCM 6th Edition | WB Right | 0.876 | 8.9 | A |
| 3 | Prairie City/American Aggregates Rd | Signalized | HCM 6th Edition | NB U-T | 0.644 | 28.9 | C |
| 4 | Prairie City/Iron Point | Signalized | HCM 6th Edition | SB Left | 0.780 | 66.1 | E |
| 5 | Iron Point/Grover | Signalized | HCM 6th Edition | EB Left | 0.600 | 42.5 | D |
| 6 | Iron Pt/Oak Ave Pkwy | Signalized | HCM 6th Edition | EB Left | 0.493 | 38.4 | D |
| 7 | Iron Pt/ W Kaiser access | Two-way stop | HCM 6th Edition | NB Right | 0.086 | 13.0 | B |
| 8 | Iron Pt/Rowberry | Signalized | HCM 6th Edition | EB Left | 0.524 | 14.5 | B |
| 9 | Iron Pt/Safe Credit Union access | Two-way stop | HCM 6th Edition | WB U-T | 0.054 | 23.6 | C |
| 10 | Iron Pt/Broadstone | Signalized | HCM 6th Edition | WB U-T | 0.378 | 19.7 | B |
| 11 | Iron Pt/E Bidwell | Signalized | HCM 6th Edition | WB Left | 1.006 | 95.3 | F |
| 12 | E Bidwell/WB 50 | Signalized | HCM 6th Edition | WB Right | 1.000 | 35.7 | D |
| 13 | E Bidwell/EB 50 | Signalized | HCM 6th Edition | SB Right | 0.917 | 21.7 | C |
| 14 | Lot 6 access | Two-way stop | HCM 6th Edition | NB Left | 0.014 | 8.9 | A |
| 15 | Lot 1 access | Two-way stop | HCM 6th Edition | SB Thru | 0.032 | 10.2 | B |
| 16 | Oak Ave Pkwy/WB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | A |
| 17 | Oak Ave Pkwy/EB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | 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: Prairie City/US 50 EB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 8.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.787 |

Intersection Setup

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\|r |  |  | \|\| |  |  | r\|r\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 50.00 | 100.0 | 100.0 | 100.0 | 470.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 338 | 115 | 0 | 517 | 0 | 951 | 3 | 49 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 2 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 340 | 97 | 0 | 518 | 0 | 961 | 3 | 37 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.950 | 0.950 | 1.000 | 0.950 | 1.000 | 0.950 | 0.950 | 0.950 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 89 | 26 | 0 | 136 | 0 | 253 | 1 | 10 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 358 | 102 | 0 | 545 | 0 | 1012 | 3 | 39 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 65 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Split | Split | Split | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | Yes | | | Yes | | | No | | | | |
| Maximum Recall | | No | | | No | | | No | | | | |
| Pedestrian Recall | | No | | | No | | | No | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | C | R | C | L | C | R |
|---|------|------|------|------|------|------|
| C, Cycle Length [s] | 27 | 27 | 27 | 27 | 27 | 27 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 6 | 6 | 6 | 10 | 10 | 10 |
| g / C, Green / Cycle | 0.24 | 0.24 | 0.24 | 0.38 | 0.38 | 0.38 |
| (v / s)_i Volume / Saturation Flow Rate | 0.10 | 0.06 | 0.15 | 0.28 | 0.28 | 0.02 |
| s, saturation flow rate [veh/h] | 3589 | 1602 | 3589 | 1795 | 1796 | 1602 |
| c, Capacity [veh/h] | 852 | 381 | 852 | 689 | 689 | 615 |
| d1, Uniform Delay [s] | 8.70 | 8.37 | 9.24 | 7.13 | 7.13 | 5.24 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.12 | 0.14 | 0.30 | 0.58 | 0.58 | 0.02 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|------|
| X, volume / capacity | 0.42 | 0.27 | 0.64 | 0.74 | 0.74 | 0.06 |
| d, Delay for Lane Group [s/veh] | 8.82 | 8.50 | 9.54 | 7.71 | 7.71 | 5.26 |
| Lane Group LOS | A | A | A | A | A | A |
| Critical Lane Group | No | No | Yes | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 0.57 | 0.32 | 0.93 | 1.32 | 1.32 | 0.07 |
| 50th-Percentile Queue Length [ft/ln] | 14.27 | 7.99 | 23.36 | 33.00 | 33.00 | 1.78 |
| 95th-Percentile Queue Length [veh/ln] | 1.03 | 0.57 | 1.68 | 2.38 | 2.38 | 0.13 |
| 95th-Percentile Queue Length [ft/ln] | 25.68 | 14.37 | 42.04 | 59.40 | 59.39 | 3.20 |

Movement, Approach, & Intersection Results

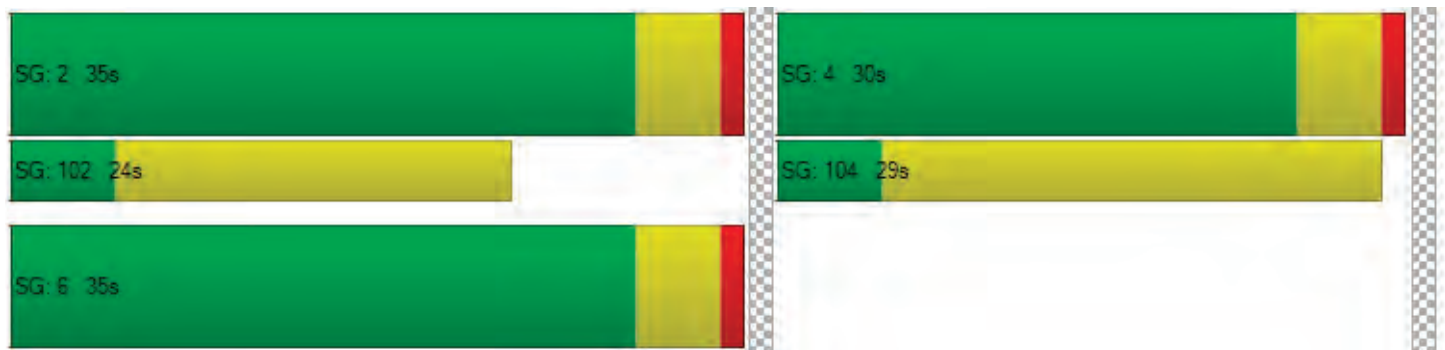
| | | | | | | | | | | | | |
|---------------------------------|------|-------|------|------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 8.82 | 8.50 | 0.00 | 9.54 | 0.00 | 7.71 | 7.71 | 5.26 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | A | | A | A | A | | | |
| d_A, Approach Delay [s/veh] | | 8.75 | | | 9.54 | | | 7.62 | | | | 0.00 |
| Approach LOS | | A | | | A | | | A | | | | A |
| d_I, Intersection Delay [s/veh] | | 8.38 | | | | | | | | | | |
| Intersection LOS | | A | | | | | | | | | | |
| Intersection V/C | | 0.787 | | | | | | | | | | |

Other Modes

| | | | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | 0.0 | | 0.0 | | 0.0 | | 9.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| d_p, Pedestrian Delay [s] | | 5.91 | | 0.00 | | 0.00 | | 0.00 | | 5.91 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.463 | | 0.000 | | 0.000 | | 0.000 | | 1.472 |
| Crosswalk LOS | | B | | F | | F | | F | | A |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | | 2000 | | 2000 | | 2000 | | 2000 | | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | | 2232 | | 2232 | | 1859 | | 0 | | 0 |
| d_b, Bicycle Delay [s] | | 0.18 | | 0.18 | | 0.07 | | 13.39 | | 13.39 |
| I_b,int, Bicycle LOS Score for Intersection | | 1.954 | | 2.009 | | 3.319 | | 4.132 | | 4.132 |
| Bicycle LOS | | A | | B | | C | | D | | D |

Sequence

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



**Intersection Level Of Service Report
Intersection 2: Prairie City/US 50 WB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 8.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.876 |

Intersection Setup

| Name | Prairie City | | Prairie City | | WB 50 off | |
|------------------------------|--------------|--------|--------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↑↑↘ | | ↑↑ | | ↙↘↘ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 400.00 | 100.00 | 100.00 | 600.00 | 600.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Prairie City | | Prairie City | | WB 50 off | |
|--|--------------|--------|--------------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1215 | 74 | 0 | 392 | 125 | 522 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 12 | 0 | 0 | 1 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 104 |
| Total Hourly Volume [veh/h] | 1227 | 74 | 0 | 393 | 125 | 418 |
| Peak Hour Factor | 0.8800 | 0.9400 | 1.0000 | 0.8800 | 0.9400 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 349 | 20 | 0 | 112 | 33 | 119 |
| Total Analysis Volume [veh/h] | 1394 | 79 | 0 | 447 | 133 | 475 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Unsignalized | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|--------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 6 | 0 | 0 | 6 | 6 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 50 | 0 |
| Amber [s] | 4.1 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 56 | 0 |
| Vehicle Extension [s] | 1.5 | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 20 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.1 | 0.0 | 0.0 | 3.1 | 3.1 | 0.0 |
| Minimum Recall | Yes | | | Yes | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | L | R |
|---|------|------|-------|-------|
| C, Cycle Length [s] | 34 | 34 | 34 | 34 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 16 | 16 | 8 | 8 |
| g / C, Green / Cycle | 0.46 | 0.46 | 0.24 | 0.24 |
| (v / s)_i Volume / Saturation Flow Rate | 0.39 | 0.13 | 0.07 | 0.17 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 1795 | 2791 |
| c, Capacity [veh/h] | 1636 | 1636 | 423 | 658 |
| d1, Uniform Delay [s] | 8.07 | 5.59 | 10.69 | 11.93 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.50 | 0.03 | 0.16 | 0.56 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | |
|---------------------------------------|--------|-------|-------|-------|
| X, volume / capacity | 0.85 | 0.27 | 0.31 | 0.72 |
| d, Delay for Lane Group [s/veh] | 8.57 | 5.62 | 10.85 | 12.49 |
| Lane Group LOS | A | A | B | B |
| Critical Lane Group | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 2.60 | 0.56 | 0.63 | 1.28 |
| 50th-Percentile Queue Length [ft/ln] | 64.95 | 13.99 | 15.86 | 31.98 |
| 95th-Percentile Queue Length [veh/ln] | 4.68 | 1.01 | 1.14 | 2.30 |
| 95th-Percentile Queue Length [ft/ln] | 116.92 | 25.18 | 28.55 | 57.57 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|------|------|------|-------|-------|
| d_M, Delay for Movement [s/veh] | 8.57 | 0.00 | 0.00 | 5.62 | 10.85 | 12.49 |
| Movement LOS | A | | | A | B | B |
| d_A, Approach Delay [s/veh] | 8.57 | | 5.62 | | 12.13 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 8.92 | | | | | |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.876 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 7.68 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 2.392 |
| Crosswalk LOS | F | F | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 3014 | 3014 | 3014 |
| d_b, Bicycle Delay [s] | 4.34 | 4.34 | 4.34 |
| I_b,int, Bicycle LOS Score for Intersection | 2.710 | 1.928 | 1.560 |
| Bicycle LOS | B | A | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 3: Prairie City/American Aggregates Rd**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 28.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.644 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100 | 100 | 100 | 100 | 400 | 100 | 100 | 100 | 100.0 | 100.0 | 100.0 | 130.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | | No | | | | No | | | No | | |
| Crosswalk | No | | | | Yes | | | | Yes | | | Yes | | |

Volumes

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|--|--------------|------|------|------|--------------|------|------|------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 46 | 8 | 159 | 92 | 5 | 168 | 143 | 4 | 22 | 3 | 44 | 175 | 1 | 276 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 12 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 80 |
| Total Hourly Volume [veh/h] | 46 | 8 | 160 | 72 | 5 | 168 | 144 | 4 | 22 | 3 | 0 | 175 | 1 | 196 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.78 | 0.78 | 0.81 | 0.78 | 0.780 | 0.780 | 0.810 | 0.810 | 0.780 | 0.780 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 14 | 2 | 495 | 22 | 2 | 54 | 446 | 1 | 7 | 1 | 0 | 54 | 0 | 63 |
| Total Analysis Volume [veh/h] | 57 | 10 | 197 | 89 | 6 | 215 | 178 | 5 | 28 | 4 | 0 | 216 | 1 | 251 |
| 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 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | 51 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 51 | | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 2 | | | | 0 | | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | 2 | | |
| 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] | 164 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Per | Per | Prot | Per | Per | Split | Split | Split | Split | Split | Split |
|------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 0 | 3 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 0 |
| Maximum Green [s] | 0 | 30 | 50 | 0 | 0 | 50 | 50 | 0 | 30 | 24 | 0 | 0 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 3.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 56 | 0 | 0 | 55 | 56 | 0 | 0 | 29 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 2.0 | 5.0 | 0.0 | 3.0 | 2.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 18 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 2.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | | | No | |
| Maximum Recall | | No | No | | | No | No | | | No | | | No | |
| Pedestrian Recall | | 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 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| C, Cycle Length [s] | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.00 | 6.00 | 4.50 | 6.00 | 6.00 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.00 | 4.00 | 2.50 | 4.00 | 4.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 5 | 96 | 96 | 13 | 104 | 104 | 4 | 4 | 4 | 32 | 32 | 32 |
| g / C, Green / Cycle | 0.03 | 0.59 | 0.59 | 0.08 | 0.63 | 0.63 | 0.02 | 0.02 | 0.02 | 0.19 | 0.19 | 0.19 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02 | 0.39 | 0.06 | 0.06 | 0.35 | 0.00 | 0.01 | 0.00 | 0.00 | 0.12 | 0.09 | 0.09 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 1588 | 3486 | 5094 | 1602 | 3486 | 1885 | 1589 | 1781 | 1479 | 1477 |
| c, Capacity [veh/h] | 106 | 2980 | 929 | 270 | 3218 | 1012 | 82 | 45 | 38 | 347 | 288 | 288 |
| d1, Uniform Delay [s] | 78.58 | 23.10 | 14.96 | 74.53 | 17.12 | 11.16 | 78.82 | 78.35 | 0.00 | 60.49 | 58.10 | 57.68 |
| k, delay calibration | 0.04 | 0.50 | 0.50 | 0.04 | 0.50 | 0.50 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.29 | 1.18 | 0.21 | 2.34 | 0.69 | 0.01 | 0.90 | 0.32 | 0.00 | 0.68 | 0.39 | 0.39 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| X, volume / capacity | 0.63 | 0.66 | 0.10 | 0.82 | 0.55 | 0.00 | 0.34 | 0.09 | 0.00 | 0.62 | 0.44 | 0.44 |
| d, Delay for Lane Group [s/veh] | 80.88 | 24.28 | 15.17 | 76.87 | 17.81 | 11.16 | 79.72 | 78.67 | 0.00 | 61.17 | 58.49 | 58.07 |
| Lane Group LOS | F | C | B | E | B | B | E | E | A | E | E | E |
| Critical Lane Group | No | Yes | No | Yes | No | No | Yes | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 1.44 | 17.60 | 1.56 | 4.71 | 12.92 | 0.07 | 0.60 | 0.17 | 0.00 | 8.37 | 4.69 | 4.65 |
| 50th-Percentile Queue Length [ft/ln] | 36.10 | 439.8 | 39.05 | 117.6 | 322.9 | 1.80 | 14.94 | 4.27 | 0.00 | 209.3 | 117.2 | 116.2 |
| 95th-Percentile Queue Length [veh/ln] | 2.60 | 24.47 | 2.81 | 8.27 | 18.81 | 0.13 | 1.08 | 0.31 | 0.00 | 13.12 | 8.24 | 8.19 |
| 95th-Percentile Queue Length [ft/ln] | 64.99 | 611.8 | 70.29 | 206.6 | 470.3 | 3.24 | 26.89 | 7.68 | 0.00 | 327.9 | 206.0 | 204.6 |

Movement, Approach, & Intersection Results

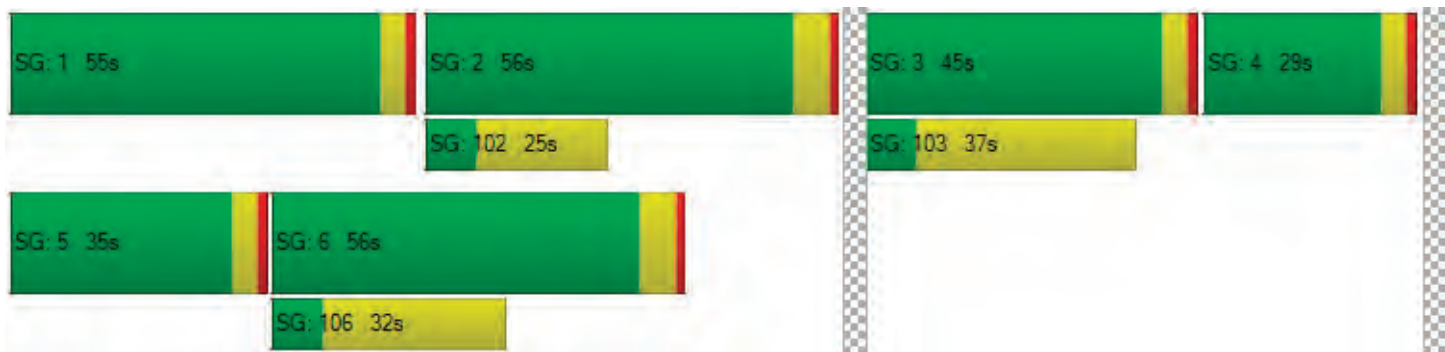
| | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 80.8 | 80.8 | 24.2 | 15.1 | 76.8 | 76.8 | 17.8 | 11.1 | 79.72 | 78.67 | 39.34 | 61.17 | 58.49 | 58.28 |
| Movement LOS | F | F | C | B | E | E | B | B | E | E | D | E | E | E |
| d_A, Approach Delay [s/veh] | 25.68 | | | 24.29 | | | 79.59 | | | 59.61 | | | | |
| Approach LOS | C | | | C | | | E | | | E | | | | |
| d_I, Intersection Delay [s/veh] | 28.87 | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | |
| Intersection V/C | 0.644 | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 | 11.0 |
| 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 | 71.38 | 71.38 | 71.38 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.349 | 2.559 | 2.613 |
| Crosswalk LOS | F | C | B | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 610 | 610 | 299 | 494 |
| d_b, Bicycle Delay [s] | 39.63 | 39.63 | 59.34 | 46.51 |
| I_b,int, Bicycle LOS Score for Intersection | 2.714 | 2.547 | 1.685 | 2.464 |
| Bicycle LOS | B | B | A | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 66.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.780 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 212 | 101 | 663 | 15 | 433 | 102 | 37 | 1 | 32 | 238 | 131 | 14 | 458 | 315 | 439 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 8 | 2 | 5 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 212 | 101 | 675 | 15 | 441 | 102 | 37 | 1 | 32 | 241 | 131 | 14 | 466 | 317 | 444 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 63 | 302 | 201 | 4 | 131 | 304 | 11 | 0 | 10 | 72 | 39 | 4 | 139 | 94 | 132 |
| Total Analysis Volume [veh/h] | 4 | 252 | 121 | 804 | 18 | 525 | 121 | 44 | 1 | 38 | 287 | 156 | 17 | 555 | 377 | 529 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 74 | | | | 0 | | | | 1 | | | | 54 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 1 | | | | 54 | | | | 74 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 58 | | | | 2 | | | | 134 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 134 | | | | 2 | | | | 58 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 40 | 0 | 0 | 35 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 40 | 0 | 0 | 40 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 6.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 6.6 | 0.0 | 0.0 | 2.0 | 5.9 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 185 | 185 | 185 | 185 | 185 | 185 | 185 | 185 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 16 | 74 | 25 | 83 | 4 | 33 | 32 | 62 |
| g / C, Green / Cycle | 0.09 | 0.40 | 0.14 | 0.45 | 0.02 | 0.18 | 0.18 | 0.33 |
| (v / s)_i Volume / Saturation Flow Rate | 0.07 | 0.34 | 0.16 | 0.24 | 0.01 | 0.06 | 0.16 | 0.07 |
| s, saturation flow rate [veh/h] | 3486 | 3589 | 3486 | 5135 | 3486 | 5135 | 3486 | 5135 |
| c, Capacity [veh/h] | 298 | 1435 | 480 | 2308 | 70 | 917 | 612 | 1716 |
| d1, Uniform Delay [s] | 83.50 | 50.25 | 79.77 | 36.76 | 89.86 | 66.12 | 75.23 | 44.27 |
| k, delay calibration | 0.04 | 0.50 | 0.05 | 0.50 | 0.04 | 0.55 | 0.04 | 0.37 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.81 | 6.19 | 61.95 | 0.87 | 2.59 | 0.99 | 3.05 | 0.22 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|--------|--------|--------|
| X, volume / capacity | 0.86 | 0.84 | 1.13 | 0.53 | 0.56 | 0.31 | 0.93 | 0.22 |
| d, Delay for Lane Group [s/veh] | 86.31 | 56.44 | 141.72 | 37.62 | 92.45 | 67.10 | 78.28 | 44.49 |
| Lane Group LOS | F | E | F | D | F | E | E | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.21 | 26.74 | 15.67 | 13.70 | 0.96 | 4.07 | 13.77 | 4.28 |
| 50th-Percentile Queue Length [ft/ln] | 155.29 | 668.50 | 391.85 | 342.47 | 24.05 | 101.75 | 344.26 | 107.08 |
| 95th-Percentile Queue Length [veh/ln] | 10.30 | 35.22 | 23.43 | 19.77 | 1.73 | 7.33 | 19.86 | 7.68 |
| 95th-Percentile Queue Length [ft/ln] | 257.48 | 880.52 | 585.76 | 494.22 | 43.29 | 183.14 | 496.41 | 191.93 |

Movement, Approach, & Intersection Results

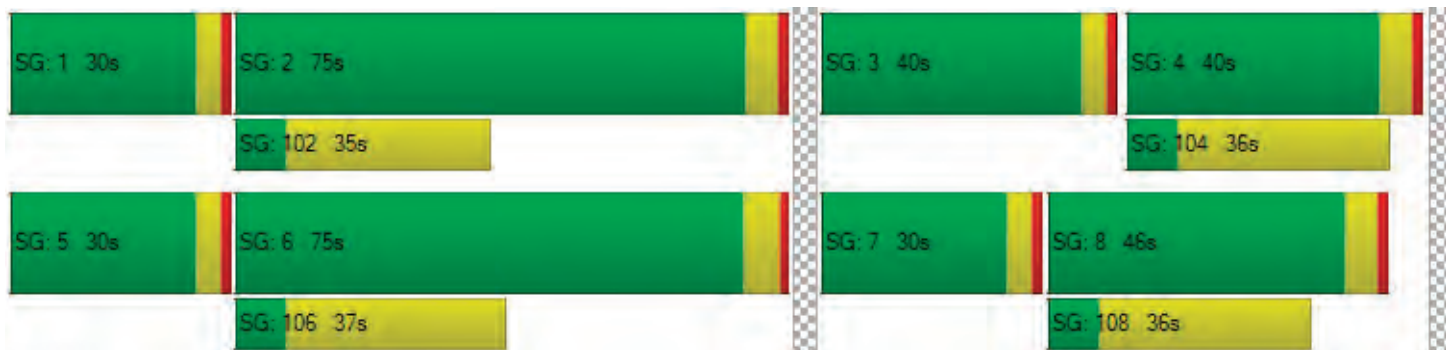
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 86.3 | 86.3 | 56.4 | 0.00 | 141. | 141. | 37.6 | 0.00 | 92.4 | 92.4 | 67.1 | 0.00 | 78.2 | 78.2 | 44.4 | 0.00 |
| Movement LOS | F | F | E | | F | F | D | | F | F | E | | E | E | D | |
| d_A, Approach Delay [s/veh] | 61.66 | | | | 69.72 | | | | 70.13 | | | | 64.86 | | | |
| Approach LOS | E | | | | E | | | | E | | | | E | | | |
| d_I, Intersection Delay [s/veh] | 66.10 | | | | | | | | | | | | | | | |
| Intersection LOS | E | | | | | | | | | | | | | | | |
| Intersection V/C | 0.780 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 70.73 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 81.84 | 81.84 | 81.84 | 81.84 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.234 | 3.209 | 3.094 | 3.172 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 751 | 746 | 373 | 438 |
| d_b, Bicycle Delay [s] | 36.06 | 36.38 | 61.23 | 56.44 |
| I_b,int, Bicycle LOS Score for Intersection | 2.766 | 2.239 | 1.718 | 1.776 |
| Bicycle LOS | C | 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 5: Iron Point/Grover**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 42.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.600 |

Intersection Setup

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | | | | | | | | | | | | | | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 100. | 100. | 100. | 200. | 200. | 100. | 100. | 230. | 210. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | No | | | |

Volumes

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|--------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 124 | 33 | 18 | 0 | 83 | 26 | 77 | 92 | 123 | 116 | 58 | 29 | 44 | 968 | 91 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 1 | 15 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 21 |
| Total Hourly Volume [veh/h] | 0 | 124 | 33 | 14 | 0 | 86 | 26 | 52 | 92 | 123 | 118 | 39 | 29 | 45 | 983 | 72 |
| Peak Hour Factor | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 40 | 11 | 5 | 0 | 28 | 8 | 17 | 30 | 40 | 386 | 13 | 9 | 15 | 319 | 23 |
| Total Analysis Volume [veh/h] | 0 | 161 | 43 | 18 | 0 | 112 | 34 | 68 | 119 | 160 | 154 | 51 | 38 | 58 | 127 | 94 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 16 | | | | 411 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 411 | | | | 16 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 7 | | | | 338 | | | | 28 | | | | 25 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 28 | | | | 25 | | | | 7 | | | | 338 | | | |
| 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 | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 0 | 0 | 3 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 30 | 69 | 0 | 0 | 30 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 15 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|----|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 27 |
| Pedestrian Clearance [s] | 30 |

Lane Group Calculations

| Lane Group | L | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 11 | 11 | 40 | 40 | 40 | 25 | 66 | 66 | 10 | 51 | 51 |
| g / C, Green / Cycle | 0.08 | 0.08 | 0.27 | 0.27 | 0.27 | 0.17 | 0.45 | 0.45 | 0.07 | 0.35 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.06 | 0.06 | 0.02 | 0.06 | 0.16 | 0.30 | 0.03 | 0.05 | 0.25 | 0.08 |
| s, saturation flow rate [veh/h] | 1781 | 1779 | 1781 | 1870 | 1059 | 1781 | 5094 | 1528 | 1781 | 5094 | 1152 |
| c, Capacity [veh/h] | 137 | 136 | 488 | 513 | 290 | 301 | 2314 | 694 | 118 | 1789 | 405 |
| d1, Uniform Delay [s] | 66.34 | 66.35 | 41.03 | 39.16 | 40.16 | 59.73 | 31.16 | 22.44 | 67.27 | 40.98 | 32.64 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.23 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.37 | 4.38 | 0.09 | 0.02 | 0.15 | 20.90 | 0.57 | 0.08 | 5.12 | 0.92 | 0.50 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.81 | 0.81 | 0.23 | 0.07 | 0.23 | 0.93 | 0.67 | 0.07 | 0.82 | 0.71 | 0.23 |
| d, Delay for Lane Group [s/veh] | 70.72 | 70.73 | 41.11 | 39.18 | 40.32 | 80.63 | 31.74 | 22.52 | 72.39 | 41.90 | 33.14 |
| Lane Group LOS | E | E | D | D | D | F | C | C | E | D | C |
| Critical Lane Group | No | Yes | No | No | Yes | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.25 | 4.25 | 3.18 | 0.92 | 1.90 | 11.93 | 14.31 | 1.03 | 3.71 | 13.44 | 2.39 |
| 50th-Percentile Queue Length [ft/ln] | 106.34 | 106.27 | 79.50 | 23.02 | 47.38 | 298.2 | 357.6 | 25.69 | 92.83 | 336.0 | 59.83 |
| 95th-Percentile Queue Length [veh/ln] | 7.64 | 7.63 | 5.72 | 1.66 | 3.41 | 17.59 | 20.51 | 1.85 | 6.68 | 19.46 | 4.31 |
| 95th-Percentile Queue Length [ft/ln] | 190.90 | 190.80 | 143.1 | 41.44 | 85.29 | 439.8 | 512.7 | 46.24 | 167.1 | 486.4 | 107.7 |

Movement, Approach, & Intersection Results

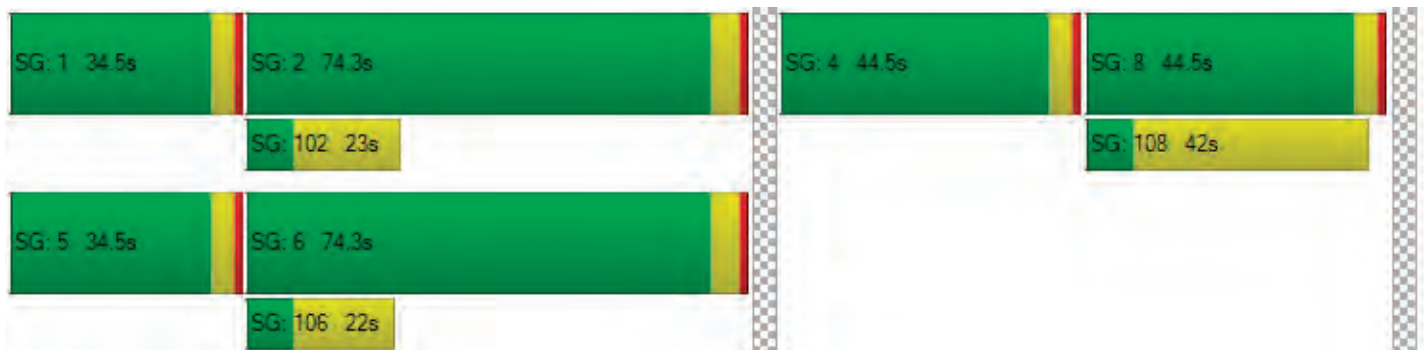
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 70.7 | 70.7 | 70.7 | 70.7 | 41.1 | 41.1 | 39.1 | 40.3 | 80.6 | 80.6 | 31.7 | 22.5 | 72.3 | 72.3 | 41.9 | 33.1 |
| Movement LOS | E | E | E | E | D | D | D | D | F | F | C | C | E | E | D | C |
| d_A, Approach Delay [s/veh] | 70.72 | | | | 40.55 | | | | 38.77 | | | | 43.34 | | | |
| Approach LOS | E | | | | D | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 42.52 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.600 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|--------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 11.0 | | | | 0.0 | | | |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 144.07 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| d_p, Pedestrian Delay [s] | 62.32 | | | | 62.32 | | | | 62.32 | | | | 0.00 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.098 | | | | 2.325 | | | | 3.193 | | | | 0.000 | | | |
| Crosswalk LOS | B | | | | B | | | | C | | | | F | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 549 | | | | 549 | | | | 946 | | | | 946 | | | |
| d_b, Bicycle Delay [s] | 38.39 | | | | 38.39 | | | | 20.23 | | | | 20.23 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.670 | | | | 1.769 | | | | 2.512 | | | | 2.357 | | | |
| Bicycle LOS | A | | | | A | | | | B | | | | B | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 6: Iron Pt/Oak Ave Pkwy**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 38.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.493 |

Intersection Setup

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|------------------------------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | T T T | | | T T T | | | T T T | | |
| Turning Movement | U-turn | Left | Right | U-turn | Left | Thru | U-turn | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 200.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 250.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | |
| Crosswalk | Yes | | | No | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|--|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 177 | 228 | 45 | 397 | 858 | 9 | 671 | 182 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 14 | 0 | 0 | 0 | 28 | 0 | 18 | 9 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 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 |
| Total Hourly Volume [veh/h] | 3 | 191 | 228 | 45 | 397 | 886 | 9 | 689 | 191 |
| Peak Hour Factor | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 |
| Other Adjustment Factor | 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 | 56 | 67 | 13 | 117 | 261 | 3 | 203 | 56 |
| Total Analysis Volume [veh/h] | 4 | 225 | 268 | 53 | 467 | 1042 | 11 | 811 | 225 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 106 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fixed time |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissi | Permissi | Unsignali | Permissi | Protecte | Permissi | Protecte | Permissi | Unsignali |
|------------------------------|----------|----------|-----------|----------|----------|----------|----------|----------|-----------|
| Signal Group | 0 | 8 | 0 | 0 | 5 | 2 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | |
| Lead / Lag | - | Lead | - | - | Lead | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 10 | 5 | 10 | 0 |
| Maximum Green [s] | 0 | 25 | 0 | 0 | 25 | 40 | 25 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 3.5 | 5.3 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 46 | 30 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.3 | 2.0 | 5.4 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 27 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 2.5 | 4.3 | 0.0 |
| Minimum Recall | | No | | | No | Yes | No | Yes | |
| Maximum Recall | | No | | | No | No | No | No | |
| Pedestrian Recall | | 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 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 7 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | L | C | L | C |
|---|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 114 | 114 | 114 | 114 | 114 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 5.30 | 4.50 | 6.30 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 3.30 | 2.50 | 4.30 |
| g_i, Effective Green Time [s] | 26 | 26 | 41 | 26 | 40 |
| g / C, Green / Cycle | 0.22 | 0.22 | 0.36 | 0.22 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.07 | 0.15 | 0.29 | 0.01 | 0.23 |
| s, saturation flow rate [veh/h] | 3486 | 3486 | 3589 | 1795 | 3589 |
| c, Capacity [veh/h] | 780 | 780 | 1281 | 402 | 1250 |
| d1, Uniform Delay [s] | 36.77 | 40.37 | 33.21 | 34.56 | 31.28 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.96 | 4.49 | 5.73 | 0.13 | 2.62 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | |
|---------------------------------------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.29 | 0.67 | 0.81 | 0.03 | 0.65 |
| d, Delay for Lane Group [s/veh] | 37.72 | 44.86 | 38.93 | 34.69 | 33.90 |
| Lane Group LOS | D | D | D | C | C |
| Critical Lane Group | Yes | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 2.76 | 7.12 | 13.85 | 0.25 | 9.76 |
| 50th-Percentile Queue Length [ft/ln] | 69.07 | 177.91 | 346.24 | 6.36 | 243.89 |
| 95th-Percentile Queue Length [veh/ln] | 4.97 | 11.49 | 19.95 | 0.46 | 14.88 |
| 95th-Percentile Queue Length [ft/ln] | 124.33 | 287.29 | 498.82 | 11.44 | 371.95 |

Movement, Approach, & Intersection Results

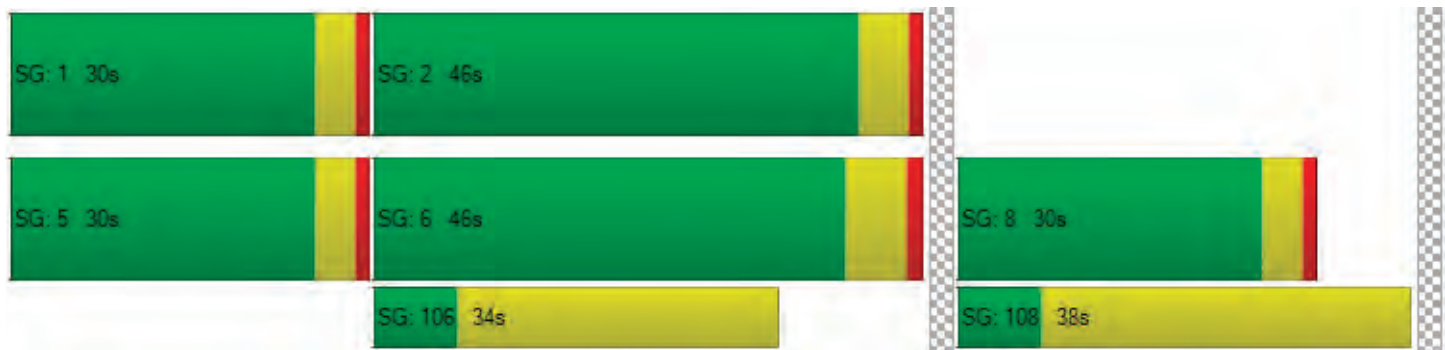
| | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 37.72 | 37.72 | 0.00 | 44.86 | 44.86 | 38.93 | 34.69 | 33.90 | 0.00 |
| Movement LOS | D | D | | D | D | D | C | C | |
| d_A, Approach Delay [s/veh] | 37.72 | | 40.90 | | | 33.91 | | | |
| Approach LOS | D | | D | | | C | | | |
| d_I, Intersection Delay [s/veh] | 38.43 | | | | | | | | |
| Intersection LOS | D | | | | | | | | |
| Intersection V/C | 0.493 | | | | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 46.53 | 0.00 | 46.53 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.577 | 0.000 | 2.896 |
| Crosswalk LOS | B | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 447 | 714 | 696 |
| d_b, Bicycle Delay [s] | 34.35 | 23.57 | 24.21 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.463 | 2.238 |
| Bicycle LOS | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 7: Iron Pt/ W Kaiser access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.086 |

Intersection Setup

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|------------------------------|-----------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|---|-----------------|--------|---------|--------|---------|--------|
| Base Volume Input [veh/h] | 0 | 38 | 964 | 83 | 0 | 865 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 17 | 25 | 0 | 27 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 38 | 981 | 108 | 0 | 892 |
| Peak Hour Factor | 1.0000 | 0.9100 | 0.9100 | 0.9100 | 1.0000 | 0.9100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 10 | 270 | 30 | 0 | 245 |
| Total Analysis Volume [veh/h] | 0 | 42 | 1078 | 119 | 0 | 980 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.09 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 13.04 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 7.01 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 13.04 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.25 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 8: Iron Pt/Rowberry**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 14.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.524 |

Intersection Setup

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T | | | | T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 220. | 100. | 100. | 100. | 30.0 | 100. | 100. | 100. | 100. | 325. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | No | | | | Yes | | | |

Volumes

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|--|----------|------|------|------|----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 141 | 3 | 207 | 0 | 12 | 0 | 33 | 22 | 74 | 805 | 101 | 1 | 164 | 669 | 12 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 27 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 13 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 145 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 168 | 3 | 71 | 0 | 12 | 0 | 12 | 22 | 74 | 822 | 96 | 1 | 177 | 669 | 12 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.93 | 0.95 | 0.95 | 0.95 | 0.95 | 0.93 | 0.95 | 0.93 | 0.95 | 0.95 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 45 | 1 | 19 | 0 | 3 | 0 | 3 | 6 | 19 | 216 | 26 | 0 | 48 | 176 | 3 |
| Total Analysis Volume [veh/h] | 0 | 181 | 3 | 76 | 0 | 13 | 0 | 13 | 23 | 78 | 865 | 103 | 1 | 190 | 704 | 13 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 150 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 40 | 0 | 0 | 25 | 40 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 45 | 0 | 0 | 30 | 45 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| C, Cycle Length [s] | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 5 | 5 | 5 | 2 | 2 | 4 | 20 | 20 | 5 | 21 | 21 |
| g / C, Green / Cycle | 0.10 | 0.10 | 0.10 | 0.03 | 0.03 | 0.08 | 0.40 | 0.40 | 0.09 | 0.42 | 0.42 |
| (v / s)_i Volume / Saturation Flow Rate | 0.05 | 0.05 | 0.05 | 0.01 | 0.01 | 0.06 | 0.24 | 0.06 | 0.06 | 0.20 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 1784 | 1589 | 1795 | 1589 | 1795 | 3589 | 1589 | 3459 | 3589 | 1602 |
| c, Capacity [veh/h] | 174 | 174 | 155 | 55 | 49 | 137 | 1443 | 639 | 324 | 1505 | 672 |
| d1, Uniform Delay [s] | 21.47 | 21.47 | 21.39 | 23.67 | 23.69 | 22.62 | 11.79 | 9.56 | 21.76 | 10.50 | 8.51 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.92 | 0.92 | 0.89 | 0.79 | 1.05 | 2.88 | 0.69 | 0.20 | 0.64 | 0.39 | 0.02 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| X, volume / capacity | 0.53 | 0.53 | 0.49 | 0.23 | 0.26 | 0.74 | 0.60 | 0.16 | 0.59 | 0.47 | 0.02 |
| d, Delay for Lane Group [s/veh] | 22.40 | 22.40 | 22.27 | 24.46 | 24.75 | 25.50 | 12.47 | 9.77 | 22.40 | 10.89 | 8.53 |
| Lane Group LOS | C | C | C | C | C | C | B | A | C | B | A |
| Critical Lane Group | Yes | No | No | No | Yes | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 0.98 | 0.98 | 0.81 | 0.15 | 0.15 | 1.17 | 3.22 | 0.63 | 1.01 | 2.35 | 0.07 |
| 50th-Percentile Queue Length [ft/ln] | 24.45 | 24.48 | 20.17 | 3.76 | 3.82 | 29.31 | 80.59 | 15.80 | 25.20 | 58.66 | 1.79 |
| 95th-Percentile Queue Length [veh/ln] | 1.76 | 1.76 | 1.45 | 0.27 | 0.27 | 2.11 | 5.80 | 1.14 | 1.81 | 4.22 | 0.13 |
| 95th-Percentile Queue Length [ft/ln] | 44.02 | 44.06 | 36.30 | 6.77 | 6.87 | 52.75 | 145.0 | 28.44 | 45.36 | 105.6 | 3.22 |

Movement, Approach, & Intersection Results

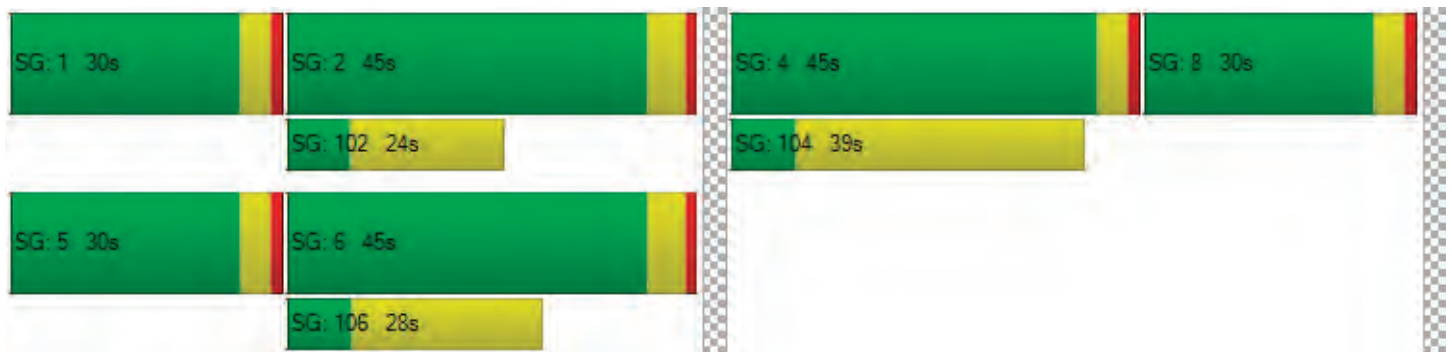
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 22.4 | 22.4 | 22.4 | 22.2 | 24.4 | 24.4 | 24.7 | 24.7 | 25.5 | 25.5 | 12.4 | 9.77 | 22.4 | 22.4 | 10.8 | 8.53 |
| Movement LOS | C | C | C | C | C | C | C | C | C | C | B | A | C | C | B | A |
| d_A, Approach Delay [s/veh] | 22.36 | | | | 24.60 | | | | 13.44 | | | | 13.27 | | | |
| Approach LOS | C | | | | C | | | | B | | | | B | | | |
| d_I, Intersection Delay [s/veh] | 14.53 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.524 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 0.0 | 11.0 |
| 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] | 15.17 | 15.17 | 0.00 | 15.17 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.610 | 1.982 | 0.000 | 2.936 |
| Crosswalk LOS | B | A | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1622 | 1022 | 1590 | 1590 |
| d_b, Bicycle Delay [s] | 0.89 | 5.97 | 1.05 | 1.05 |
| I_b,int, Bicycle LOS Score for Intersection | 1.929 | 1.616 | 2.381 | 2.308 |
| Bicycle LOS | A | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 9: Iron Pt/Safe Credit Union access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 23.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.054 |

Intersection Setup

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|------------------------------|--------------------------|--------|-----------|-------|-----------|--------|--------|
| Approach | Northbound | | Eastbound | | Westbound | | |
| Lane Configuration | | | | | | | |
| Turning Movement | Left | Right | Thru | Right | U-turn | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 90.00 | 120.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 49.21 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | | |
| Crosswalk | Yes | | No | | No | | |

Volumes

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|---|--------------------------|--------|---------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 24 | 1034 | 1 | 10 | 5 | 846 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 5 | 9 | 17 | 0 | 9 | 13 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 29 | 1043 | 18 | 10 | 14 | 859 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 8 | 274 | 5 | 3 | 4 | 226 |
| Total Analysis Volume [veh/h] | 0 | 31 | 1098 | 19 | 11 | 15 | 904 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | |
|---------------------------------------|-------|-------|------|------|-------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.06 | 0.01 | 0.00 | 0.05 | 0.02 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 12.98 | 0.00 | 0.00 | 23.63 | 11.66 | 0.00 |
| Movement LOS | | B | A | A | C | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.21 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 5.13 | 0.00 | 0.00 | 6.31 | 6.31 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.98 | | 0.00 | | 0.47 | | |
| Approach LOS | B | | A | | A | | |
| d_I, Intersection Delay [s/veh] | 0.40 | | | | | | |
| Intersection LOS | C | | | | | | |

**Intersection Level Of Service Report
Intersection 10: Iron Pt/Broadstone**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 19.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.378 |

Intersection Setup

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 270. | 100. | 100. | 200. | 230. | 100. | 100. | 270. | 240. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 240. | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | Yes | | | |

Volumes

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 60 | 55 | 40 | 1 | 100 | 37 | 247 | 27 | 285 | 705 | 51 | 12 | 15 | 520 | 45 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 11 | 0 | 0 | 0 | 17 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 252 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 45 |
| Total Hourly Volume [veh/h] | 0 | 60 | 55 | 24 | 1 | 100 | 37 | 0 | 27 | 288 | 716 | 42 | 12 | 15 | 537 | 0 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.91 | 0.94 | 0.91 | 0.94 | 0.94 | 0.94 | 0.94 | 0.91 | 0.94 | 0.91 | 0.91 | 0.91 | 0.91 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 16 | 15 | 7 | 0 | 27 | 10 | 0 | 7 | 77 | 197 | 11 | 3 | 4 | 148 | 0 |
| Total Analysis Volume [veh/h] | 0 | 64 | 59 | 26 | 1 | 110 | 39 | 0 | 29 | 306 | 787 | 45 | 13 | 16 | 590 | 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Per | Per | Per | Per | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 30 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.50 | 5.50 | 4.50 | 5.50 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 9 | 9 | 9 | 9 | 9 | 8 | 21 | 21 | 2 | 15 |
| g / C, Green / Cycle | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.14 | 0.35 | 0.35 | 0.03 | 0.25 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.03 | 0.02 | 0.03 | 0.01 | 0.10 | 0.15 | 0.03 | 0.01 | 0.12 |
| s, saturation flow rate [veh/h] | 1795 | 1880 | 1589 | 3459 | 3589 | 3486 | 5094 | 1602 | 3459 | 5094 |
| c, Capacity [veh/h] | 273 | 286 | 242 | 527 | 547 | 473 | 1780 | 560 | 112 | 1255 |
| d1, Uniform Delay [s] | 22.56 | 22.54 | 22.15 | 22.50 | 22.02 | 25.06 | 15.17 | 13.20 | 28.62 | 19.47 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.28 | 0.04 | 0.28 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.15 | 0.14 | 0.07 | 0.07 | 0.02 | 0.74 | 0.45 | 0.16 | 0.45 | 0.72 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 | 0.22 | 0.22 | 0.11 | 0.21 | 0.07 | 0.71 | 0.44 | 0.08 | 0.26 | 0.47 |
| d, Delay for Lane Group [s/veh] | 22.71 | 22.68 | 22.23 | 22.58 | 22.04 | 25.80 | 15.62 | 13.36 | 29.06 | 20.19 |
| Lane Group LOS | C | C | C | C | C | C | B | B | C | C |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 0.73 | 0.74 | 0.31 | 0.66 | 0.23 | 2.21 | 2.57 | 0.40 | 0.20 | 2.26 |
| 50th-Percentile Queue Length [ft/ln] | 18.15 | 18.56 | 7.63 | 16.41 | 5.64 | 55.17 | 64.34 | 9.94 | 5.06 | 56.49 |
| 95th-Percentile Queue Length [veh/ln] | 1.31 | 1.34 | 0.55 | 1.18 | 0.41 | 3.97 | 4.63 | 0.72 | 0.36 | 4.07 |
| 95th-Percentile Queue Length [ft/ln] | 32.66 | 33.41 | 13.73 | 29.54 | 10.14 | 99.30 | 115.8 | 17.89 | 9.11 | 101.68 |

Movement, Approach, & Intersection Results

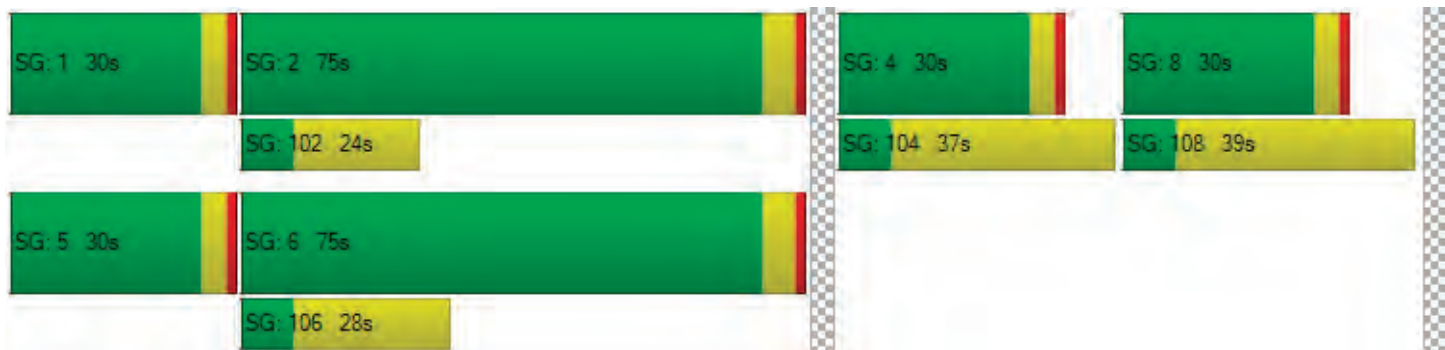
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 22.7 | 22.7 | 22.6 | 22.2 | 22.5 | 22.5 | 22.0 | 0.00 | 25.8 | 25.8 | 15.6 | 13.3 | 29.0 | 29.0 | 20.1 | 0.00 |
| Movement LOS | C | C | C | C | C | C | C | | C | C | B | B | C | C | C | |
| d_A, Approach Delay [s/veh] | 22.61 | | | 22.44 | | | 18.46 | | | 20.61 | | | | | | |
| Approach LOS | C | | | C | | | B | | | C | | | | | | |
| d_I, Intersection Delay [s/veh] | 19.68 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.378 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| 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] | 20.24 | 20.24 | 20.24 | 20.24 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.354 | 2.766 | 3.038 | 2.996 |
| Crosswalk LOS | B | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 843 | 843 | 2298 | 2298 |
| d_b, Bicycle Delay [s] | 10.12 | 10.12 | 0.67 | 0.67 |
| I_b,int, Bicycle LOS Score for Intersection | 1.726 | 1.593 | 2.038 | 1.893 |
| Bicycle LOS | A | A | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 11: Iron Pt/E Bidwell**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 95.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.006 |

Intersection Setup

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | Iron Pt | | | | |
|------------------------------|------------|-------|-------|------------|------|------|------|-----------|------|------|-----------|------|------|------|------|
| Approach | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | | | |
| Turning Movement | Left | Thru | Right | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 300.0 | 100.0 | 220.0 | 450. | 100. | 100. | 450. | 280. | 100. | 100. | 100. | 250. | 100. | 100. | 270. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 260. | 0.00 | 0.00 | 0.00 | 100 |
| Speed [mph] | 30.00 | | | 30.00 | | | | 30.00 | | | 30.00 | | | | |
| Grade [%] | 0.00 | | | 0.00 | | | | 0.00 | | | 0.00 | | | | |
| Curb Present | No | | | No | | | | No | | | No | | | | |
| Crosswalk | No | | | Yes | | | | Yes | | | Yes | | | | |

Volumes

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|-------|-------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 800 | 1285 | 712 | 3 | 141 | 131 | 168 | 14 | 174 | 735 | 690 | 1 | 728 | 474 | 340 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 5 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 712 | 0 | 0 | 0 | 168 | 0 | 0 | 0 | 396 | 0 | 0 | 0 | 340 |
| Total Hourly Volume [veh/h] | 808 | 1285 | 0 | 3 | 141 | 131 | 0 | 14 | 174 | 738 | 299 | 1 | 728 | 479 | 0 |
| Peak Hour Factor | 0.980 | 0.970 | 0.970 | 0.97 | 0.97 | 0.97 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.97 | 0.97 | 0.98 | 0.97 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 206 | 331 | 0 | 1 | 36 | 339 | 0 | 4 | 44 | 188 | 76 | 0 | 188 | 122 | 0 |
| Total Analysis Volume [veh/h] | 824 | 1325 | 0 | 3 | 145 | 135 | 0 | 14 | 178 | 753 | 305 | 1 | 751 | 489 | 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 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 216.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Protec | Permi | Unsig | Per | Prot | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 3 | 8 | 0 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 5 | 0 |
| Maximum Green [s] | 45 | 69 | 0 | 0 | 45 | 69 | 0 | 0 | 40 | 40 | 0 | 0 | 40 | 40 | 0 |
| Amber [s] | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 50 | 75 | 0 | 0 | 50 | 75 | 0 | 0 | 45 | 46 | 0 | 0 | 45 | 46 | 0 |
| Vehicle Extension [s] | 2.0 | 5.6 | 0.0 | 0.0 | 2.0 | 5.1 | 0.0 | 0.0 | 2.0 | 5.3 | 0.0 | 0.0 | 2.0 | 5.6 | 0.0 |
| Walk [s] | 0 | 30 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 29 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 210 | 210 | 210 | 210 | 210 | 210 | 210 | 210 | 210 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 3.30 | 2.50 | 3.30 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 |
| g_i, Effective Green Time [s] | 45 | 99 | 11 | 66 | 14 | 40 | 40 | 40 | 66 |
| g / C, Green / Cycle | 0.21 | 0.47 | 0.05 | 0.31 | 0.07 | 0.19 | 0.19 | 0.19 | 0.31 |
| (v / s)_i Volume / Saturation Flow Rate | 0.24 | 0.26 | 0.04 | 0.26 | 0.06 | 0.21 | 0.19 | 0.22 | 0.10 |
| s, saturation flow rate [veh/h] | 3459 | 5135 | 3486 | 5135 | 3459 | 3560 | 1589 | 3486 | 5094 |
| c, Capacity [veh/h] | 741 | 2428 | 186 | 1602 | 229 | 678 | 303 | 664 | 1601 |
| d1, Uniform Delay [s] | 82.59 | 39.35 | 98.38 | 67.61 | 96.99 | 85.09 | 85.09 | 85.09 | 54.66 |
| k, delay calibration | 0.07 | 0.31 | 0.04 | 0.24 | 0.04 | 0.27 | 0.47 | 0.07 | 0.31 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 53.69 | 0.56 | 2.98 | 2.90 | 3.10 | 61.86 | 52.17 | 63.12 | 0.31 |
| d3, Initial Queue Delay [s] | 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 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|-------|-------|--------|--------|
| X, volume / capacity | 1.11 | 0.55 | 0.80 | 0.85 | 0.84 | 1.11 | 1.01 | 1.13 | 0.31 |
| d, Delay for Lane Group [s/veh] | 136.28 | 39.91 | 101.35 | 70.51 | 100.0 | 146.9 | 137.2 | 148.21 | 54.97 |
| Lane Group LOS | F | D | F | E | F | F | F | F | D |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 25.78 | 16.72 | 4.13 | 23.35 | 5.35 | 24.39 | 20.97 | 24.00 | 6.74 |
| 50th-Percentile Queue Length [ft/ln] | 644.46 | 417.97 | 103.16 | 583.80 | 133.6 | 609.8 | 524.1 | 600.07 | 168.56 |
| 95th-Percentile Queue Length [veh/ln] | 36.22 | 23.42 | 7.43 | 31.28 | 9.14 | 34.40 | 28.61 | 34.23 | 11.00 |
| 95th-Percentile Queue Length [ft/ln] | 905.49 | 585.62 | 185.69 | 781.92 | 228.4 | 859.9 | 715.2 | 855.84 | 275.02 |

Movement, Approach, & Intersection Results

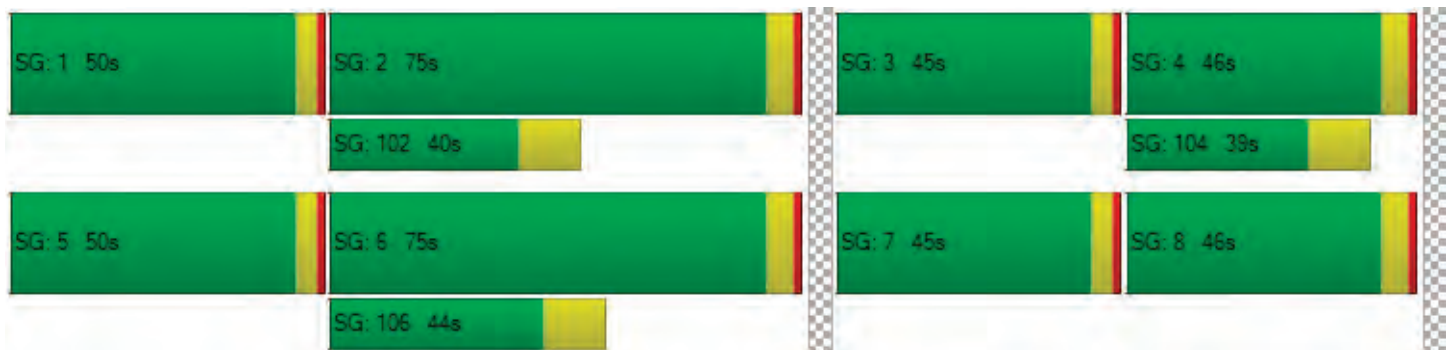
| | | | | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|------|------|------|--------|------|------|--------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 136.2 | 39.91 | 0.00 | 101. | 101. | 70.5 | 0.00 | 100. | 100. | 146. | 137. | 148. | 148. | 54.9 | 0.00 |
| Movement LOS | F | D | | F | F | E | | F | F | F | F | F | F | D | |
| d_A, Approach Delay [s/veh] | 76.86 | | | 73.54 | | | | 137.39 | | | 111.47 | | | | |
| Approach LOS | E | | | E | | | | F | | | F | | | | |
| d_I, Intersection Delay [s/veh] | 95.35 | | | | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | | | | |
| Intersection V/C | 1.006 | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 33.0 | 38.0 | 34.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 74.68 | 70.52 | 73.83 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.290 | 3.761 | 3.205 |
| Crosswalk LOS | F | C | D | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 663 | 663 | 387 | 387 |
| d_b, Bicycle Delay [s] | 46.94 | 46.94 | 68.33 | 68.33 |
| I_b,int, Bicycle LOS Score for Intersection | 2.742 | 2.308 | 2.771 | 1.829 |
| Bicycle LOS | B | B | C | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 12: E Bidwell/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 35.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.000 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | \| \| r |  | \| \| \| |  | r r r r | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 300.00 | 100.00 | 100.00 | 400.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | Yes | | Yes | |

Volumes

| Name | E Bidwell | | E Bidwell | | | |
|--|-----------|--------|-----------|--------|--------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1589 | 274 | 0 | 1516 | 79 | 1199 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 5 | 0 | 8 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1589 | 274 | 0 | 1521 | 79 | 1207 |
| Peak Hour Factor | 0.9800 | 0.9800 | 1.0000 | 0.9800 | 0.9800 | 0.9800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 405 | 70 | 0 | 388 | 20 | 308 |
| Total Analysis Volume [veh/h] | 1621 | 280 | 0 | 1552 | 81 | 1232 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 107 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 12 | 0 | 0 | 12 | 8 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 45 | 0 |
| Amber [s] | 4.8 | 0.0 | 0.0 | 4.8 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 51 | 0 |
| Vehicle Extension [s] | 4.0 | 0.0 | 0.0 | 4.0 | 3.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 19 | 0 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.8 | 0.0 | 0.0 | 3.8 | 3.1 | 0.0 |
| Minimum Recall | No | | | No | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | R | C | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 106 | 106 | 106 | 106 | 106 | 106 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.80 | 5.80 | 5.80 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.80 | 3.80 | 3.80 | 3.80 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 50 | 50 | 50 | 50 | 45 | 45 |
| g / C, Green / Cycle | 0.47 | 0.47 | 0.47 | 0.47 | 0.43 | 0.43 |
| (v / s)_i Volume / Saturation Flow Rate | 0.43 | 0.45 | 0.17 | 0.30 | 0.02 | 0.43 |
| s, saturation flow rate [veh/h] | 1885 | 1792 | 1602 | 5135 | 3486 | 2836 |
| c, Capacity [veh/h] | 888 | 844 | 755 | 2420 | 1484 | 1207 |
| d1, Uniform Delay [s] | 25.92 | 26.98 | 17.91 | 21.18 | 17.86 | 30.37 |
| k, delay calibration | 0.39 | 0.42 | 0.15 | 0.15 | 0.13 | 0.13 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 12.56 | 20.29 | 0.43 | 0.41 | 0.02 | 18.81 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.91 | 0.96 | 0.37 | 0.64 | 0.05 | 1.02 |
| d, Delay for Lane Group [s/veh] | 38.48 | 47.27 | 18.34 | 21.59 | 17.87 | 49.18 |
| Lane Group LOS | D | D | B | C | B | F |
| Critical Lane Group | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 21.08 | 23.47 | 4.38 | 9.47 | 0.58 | 17.83 |
| 50th-Percentile Queue Length [ft/ln] | 526.93 | 586.75 | 109.51 | 236.65 | 14.58 | 445.85 |
| 95th-Percentile Queue Length [veh/ln] | 28.61 | 31.42 | 7.81 | 14.51 | 1.05 | 25.13 |
| 95th-Percentile Queue Length [ft/ln] | 715.16 | 785.38 | 195.32 | 362.79 | 26.24 | 628.21 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 42.12 | 18.34 | 0.00 | 21.59 | 17.87 | 49.18 |
| Movement LOS | D | B | | C | B | F |
| d_A, Approach Delay [s/veh] | 39.26 | | 21.59 | | 47.25 | |
| Approach LOS | D | | C | | D | |
| d_I, Intersection Delay [s/veh] | 35.71 | | | | | |
| Intersection LOS | D | | | | | |
| Intersection V/C | 1.000 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 42.41 | 42.41 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.176 | 2.719 |
| Crosswalk LOS | F | C | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 950 | 950 | 869 |
| d_b, Bicycle Delay [s] | 14.56 | 14.56 | 16.91 |
| I_b,int, Bicycle LOS Score for Intersection | 3.128 | 2.413 | 1.560 |
| Bicycle LOS | C | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 13: E Bidwell/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 21.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.917 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | \|\| |  | \| \| r | | r r r | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|--|-----------|--------|-----------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 0 | 588 | 398 | 1197 | 1275 | 133 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 5 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 588 | 398 | 1202 | 1275 | 133 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 155 | 105 | 316 | 336 | 35 |
| Total Analysis Volume [veh/h] | 0 | 619 | 419 | 1265 | 1342 | 140 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 0 | 2 | 6 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 0 | 8 | 6 | 0 | 8 | 0 |
| Maximum Green [s] | 0 | 50 | 50 | 0 | 50 | 0 |
| Amber [s] | 0.0 | 4.8 | 4.1 | 0.0 | 4.8 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 56 | 56 | 0 | 56 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.8 | 3.1 | 0.0 | 3.8 | 0.0 |
| Minimum Recall | | No | No | | No | |
| Maximum Recall | | No | No | | No | |
| Pedestrian Recall | | No | No | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | C | R | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 80 | 80 | 80 | 80 | 80 | 80 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.10 | 5.10 | 5.10 | 5.80 | 5.80 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.10 | 3.10 | 3.10 | 3.80 | 3.80 |
| g_i, Effective Green Time [s] | 34 | 35 | 35 | 35 | 34 | 34 |
| g / C, Green / Cycle | 0.43 | 0.44 | 0.44 | 0.44 | 0.43 | 0.43 |
| (v / s)_i Volume / Saturation Flow Rate | 0.17 | 0.22 | 0.39 | 0.39 | 0.38 | 0.09 |
| s, saturation flow rate [veh/h] | 3589 | 1885 | 1602 | 1602 | 3486 | 1602 |
| c, Capacity [veh/h] | 1535 | 822 | 699 | 699 | 1491 | 685 |
| d1, Uniform Delay [s] | 15.87 | 16.38 | 21.05 | 21.05 | 21.35 | 14.39 |
| k, delay calibration | 0.04 | 0.04 | 0.13 | 0.13 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.06 | 0.18 | 5.56 | 5.56 | 0.86 | 0.05 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|-------|
| X, volume / capacity | 0.40 | 0.51 | 0.90 | 0.90 | 0.90 | 0.20 |
| d, Delay for Lane Group [s/veh] | 15.94 | 16.56 | 26.61 | 26.61 | 22.20 | 14.44 |
| Lane Group LOS | B | B | C | C | C | B |
| Critical Lane Group | No | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 3.69 | 5.24 | 11.16 | 11.16 | 10.91 | 1.52 |
| 50th-Percentile Queue Length [ft/ln] | 92.36 | 130.98 | 279.05 | 279.05 | 272.76 | 37.99 |
| 95th-Percentile Queue Length [veh/ln] | 6.65 | 8.99 | 16.64 | 16.64 | 16.33 | 2.74 |
| 95th-Percentile Queue Length [ft/ln] | 166.25 | 224.83 | 416.02 | 416.02 | 408.19 | 68.38 |

Movement, Approach, & Intersection Results

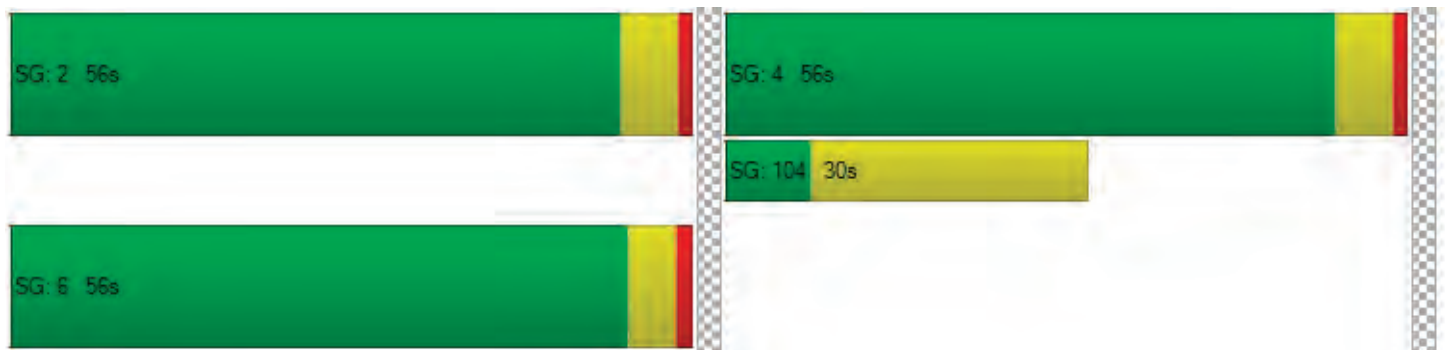
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 15.94 | 16.56 | 26.61 | 22.20 | 14.44 |
| Movement LOS | | B | B | C | C | B |
| d_A, Approach Delay [s/veh] | 15.94 | | 24.11 | | 21.47 | |
| Approach LOS | B | | C | | C | |
| d_I, Intersection Delay [s/veh] | | | 21.74 | | | |
| Intersection LOS | | | C | | | |
| Intersection V/C | | | 0.917 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 29.76 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.412 | 0.000 | 0.000 |
| Crosswalk LOS | B | F | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1255 | 1272 | 1255 |
| d_b, Bicycle Delay [s] | 5.56 | 5.30 | 5.56 |
| I_b,int, Bicycle LOS Score for Intersection | 2.070 | 2.949 | 1.560 |
| Bicycle LOS | B | C | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 14: Lot 6 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.014

Intersection Setup

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| | 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 Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 12 | 3 | 3 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 26 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 0 | 12 | 5 | 0 | 11 | 0 | 12 | 12 | 3 | 3 | 26 |
| Peak Hour Factor | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 0.920 | 0.920 | 0.920 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 3 | 0 | 3 | 1 | 0 | 3 | 0 | 3 | 3 | 1 | 1 | 7 |
| Total Analysis Volume [veh/h] | 13 | 0 | 13 | 5 | 0 | 11 | 0 | 13 | 13 | 3 | 3 | 26 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 8.92 | 9.41 | 8.50 | 8.89 | 9.33 | 8.44 | 7.27 | 0.00 | 0.00 | 7.27 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.08 | 0.08 | 0.08 | 0.05 | 0.05 | 0.05 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 |
| 95th-Percentile Queue Length [ft/ln] | 2.01 | 2.01 | 2.01 | 1.19 | 1.19 | 1.19 | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.14 |
| d_A, Approach Delay [s/veh] | 8.71 | | | 8.58 | | | 0.00 | | | 0.68 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 3.85 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Lot 1 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.032

Intersection Setup

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|-----------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|---|------------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 67 | 0 | 9 | 1 | 29 | 0 | 0 | 6 | 46 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 13 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 25 | 67 | 25 | 9 | 1 | 29 | 0 | 13 | 6 | 46 |
| Peak Hour Factor | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 1.000 | 0.920 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 6 | 18 | 6 | 2 | 0 | 8 | 0 | 3 | 2 | 13 |
| Total Analysis Volume [veh/h] | 0 | 0 | 25 | 73 | 25 | 10 | 1 | 32 | 0 | 13 | 7 | 50 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.09 | 0.03 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.40 | 9.78 | 8.54 | 9.86 | 10.17 | 9.07 | 7.33 | 0.00 | 0.00 | 7.30 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.07 | 0.07 | 0.07 | 0.44 | 0.44 | 0.44 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.02 |
| 95th-Percentile Queue Length [ft/ln] | 1.84 | 1.84 | 1.84 | 10.88 | 10.88 | 10.88 | 0.05 | 0.05 | 0.05 | 0.62 | 0.62 | 0.62 |
| d_A, Approach Delay [s/veh] | 8.54 | | | 9.86 | | | 0.22 | | | 1.36 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.85 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 16: Oak Ave Pkwy/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|r |  |  | \|\|r | | | | | | r\|l\|l | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 100.0 | 400.0 | 100.0 | 400.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|--|--------------|-------|-------|--------------|-------|-------|----------|-------|-------|-----------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 2.00 | 2.00 | 2.00 | 3.00 | 2.00 | 3.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | | | | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Unsig | Permi | Permi | Unsig | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | | | | No | | |
| Maximum Recall | | No | | | No | | | | | No | | |
| Pedestrian Recall | | No | | | No | | | | | No | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 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 | C | C | | L | R |
|---|------|------|--|------|------|
| C, Cycle Length [s] | 9 | 9 | | 9 | 9 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | | 4.50 | 4.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 0 | 0 | | 0 | 0 |
| g / C, Green / Cycle | 0.01 | 0.01 | | 0.01 | 0.01 |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | | 0.00 | 0.00 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | | 3431 | 2791 |
| c, Capacity [veh/h] | 73 | 73 | | 71 | 58 |
| d1, Uniform Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| k, delay calibration | 0.04 | 0.04 | | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | | 1.00 | 1.00 |

Lane Group Results

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

Movement, Approach, & Intersection Results

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

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] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.033 | 1.909 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 0 | 10984 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 4.60 | 92.77 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 4.132 | 1.560 |
| Bicycle LOS | A | A | D | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 17: Oak Ave Pkwy/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\|\| |  |  | \|\|\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 400.0 | 100.0 | 400.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 2.00 | 5.00 | 5.00 | 5.00 | 2.00 | 5.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | No | | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | No | | | | | |
| Maximum Recall | | No | | | No | | No | | | | | |
| Pedestrian Recall | | No | | | No | | No | | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | C | R | C | R | L | R | |
| C, Cycle Length [s] | 9 | 9 | 9 | 9 | 9 | 9 | |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | |
| g_i, Effective Green Time [s] | 0 | 0 | 0 | 0 | 0 | 0 | |
| g / C, Green / Cycle | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| s, saturation flow rate [veh/h] | 3475 | 1551 | 3475 | 1551 | 3375 | 2746 | |
| c, Capacity [veh/h] | 72 | 32 | 72 | 32 | 70 | 57 | |
| d1, Uniform Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

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

Movement, Approach, & Intersection Results

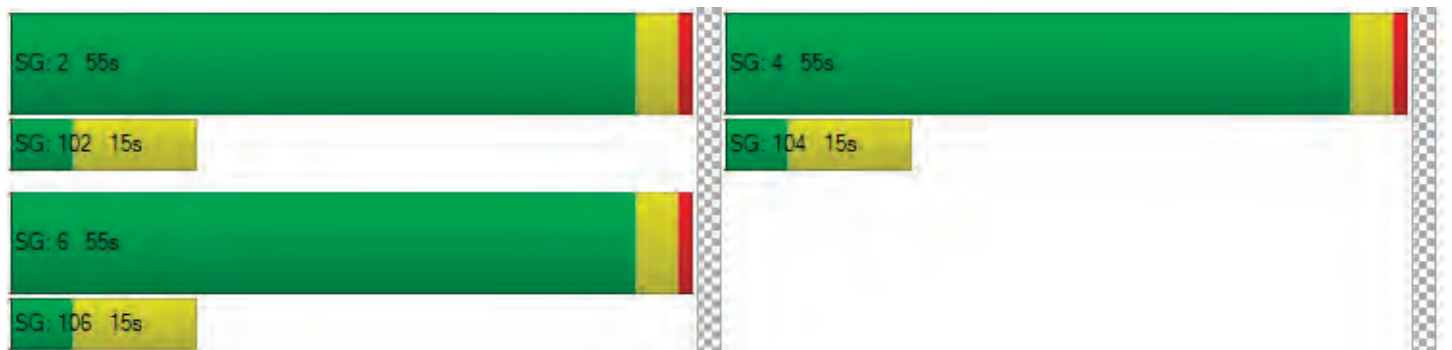
| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | A |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

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] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.909 | 1.033 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 10984 | 0 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 92.77 | 4.60 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 1.560 | 4.132 |
| Bicycle LOS | A | A | A | D |

Sequence

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



Signal Warrants Report For Intersection 7: Iron Pt/ W Kaiser access

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 | 892 | 1089 | 38 |
| 2 | 865 | 1056 | 37 |
| 3 | 847 | 1035 | 36 |
| 4 | 794 | 969 | 34 |
| 5 | 705 | 860 | 30 |
| 6 | 696 | 849 | 30 |
| 7 | 687 | 839 | 29 |
| 8 | 624 | 762 | 27 |
| 9 | 615 | 751 | 26 |
| 10 | 607 | 741 | 26 |
| 11 | 526 | 643 | 22 |
| 12 | 491 | 599 | 21 |
| 13 | 482 | 588 | 21 |
| 14 | 357 | 436 | 15 |
| 15 | 357 | 436 | 15 |
| 16 | 250 | 305 | 11 |
| 17 | 143 | 174 | 6 |
| 18 | 143 | 174 | 6 |
| 19 | 80 | 98 | 3 |
| 20 | 45 | 54 | 2 |
| 21 | 27 | 33 | 1 |
| 22 | 9 | 11 | 0 |
| 23 | 9 | 11 | 0 |
| 24 | 9 | 11 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 1981 | 1 | 38 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 1921 | 1 | 37 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1882 | 1 | 36 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1763 | 1 | 34 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1565 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1545 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1526 | 1 | 29 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1386 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1366 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1348 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1169 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 1090 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 1070 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 793 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 793 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 555 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 317 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 317 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 178 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 99 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 60 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 20 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 20 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 20 | 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) | 13 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:08 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 38 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 2019 |
| Number of Approaches on Intersection | 3 |
| Total Volume Condition Met | Yes |
| Warrant Met for Approach | No |
| Warrant Met for Intersection | No |

Signal Warrants Report For Intersection 9: Iron Pt/Safe Credit Union access

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 | 883 | 1061 | 29 |
| 2 | 857 | 1029 | 28 |
| 3 | 839 | 1008 | 28 |
| 4 | 786 | 944 | 26 |
| 5 | 698 | 838 | 23 |
| 6 | 689 | 828 | 23 |
| 7 | 680 | 817 | 22 |
| 8 | 618 | 743 | 20 |
| 9 | 609 | 732 | 20 |
| 10 | 600 | 721 | 20 |
| 11 | 521 | 626 | 17 |
| 12 | 486 | 584 | 16 |
| 13 | 477 | 573 | 16 |
| 14 | 353 | 424 | 12 |
| 15 | 353 | 424 | 12 |
| 16 | 247 | 297 | 8 |
| 17 | 141 | 170 | 5 |
| 18 | 141 | 170 | 5 |
| 19 | 79 | 95 | 3 |
| 20 | 44 | 53 | 1 |
| 21 | 26 | 32 | 1 |
| 22 | 9 | 11 | 0 |
| 23 | 9 | 11 | 0 |
| 24 | 9 | 11 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 1944 | 1 | 29 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 1886 | 1 | 28 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1847 | 1 | 28 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1730 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1536 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1517 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1497 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1361 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1341 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1321 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1147 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 1070 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 1050 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 777 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 777 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 544 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 311 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 311 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 174 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 97 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 58 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 20 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 20 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 20 | 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) | 13 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:06 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 29 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 1973 |
| 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 14: Lot 6 access

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, N |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|----|
| | E | W | S | N |
| 1 | 32 | 24 | 24 | 16 |
| 2 | 31 | 23 | 23 | 16 |
| 3 | 30 | 23 | 23 | 15 |
| 4 | 28 | 21 | 21 | 14 |
| 5 | 25 | 19 | 19 | 13 |
| 6 | 25 | 19 | 19 | 12 |
| 7 | 25 | 18 | 18 | 12 |
| 8 | 22 | 17 | 17 | 11 |
| 9 | 22 | 17 | 17 | 11 |
| 10 | 22 | 16 | 16 | 11 |
| 11 | 19 | 14 | 14 | 9 |
| 12 | 18 | 13 | 13 | 9 |
| 13 | 17 | 13 | 13 | 9 |
| 14 | 13 | 10 | 10 | 6 |
| 15 | 13 | 10 | 10 | 6 |
| 16 | 9 | 7 | 7 | 4 |
| 17 | 5 | 4 | 4 | 3 |
| 18 | 5 | 4 | 4 | 3 |
| 19 | 3 | 2 | 2 | 1 |
| 20 | 2 | 1 | 1 | 1 |
| 21 | 1 | 1 | 1 | 0 |
| 22 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 |
| 24 | 0 | 0 | 0 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 56 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 54 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 53 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 49 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 44 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 44 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 43 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 39 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 39 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 38 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 33 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 31 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 30 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 23 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 23 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 16 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 9 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 9 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 5 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 3 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 2 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 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 | N |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 8.7 | 8.6 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:03 | 0:02 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 24 | 16 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 96 | 96 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Signal Warrants Report For Intersection 15: Lot 1 access

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 | N, S |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|----|
| | E | W | N | S |
| 1 | 65 | 30 | 101 | 25 |
| 2 | 63 | 29 | 98 | 24 |
| 3 | 62 | 29 | 96 | 24 |
| 4 | 58 | 27 | 90 | 22 |
| 5 | 51 | 24 | 80 | 20 |
| 6 | 51 | 23 | 79 | 20 |
| 7 | 50 | 23 | 78 | 19 |
| 8 | 46 | 21 | 71 | 18 |
| 9 | 45 | 21 | 70 | 17 |
| 10 | 44 | 20 | 69 | 17 |
| 11 | 38 | 18 | 60 | 15 |
| 12 | 36 | 17 | 56 | 14 |
| 13 | 35 | 16 | 55 | 14 |
| 14 | 26 | 12 | 40 | 10 |
| 15 | 26 | 12 | 40 | 10 |
| 16 | 18 | 8 | 28 | 7 |
| 17 | 10 | 5 | 16 | 4 |
| 18 | 10 | 5 | 16 | 4 |
| 19 | 6 | 3 | 9 | 2 |
| 20 | 3 | 2 | 5 | 1 |
| 21 | 2 | 1 | 3 | 1 |
| 22 | 1 | 0 | 1 | 0 |
| 23 | 1 | 0 | 1 | 0 |
| 24 | 1 | 0 | 1 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 95 | 1 | 101 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 92 | 1 | 98 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 91 | 1 | 96 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 85 | 1 | 90 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 75 | 1 | 80 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 74 | 1 | 79 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 73 | 1 | 78 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 67 | 1 | 71 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 66 | 1 | 70 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 64 | 1 | 69 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 56 | 1 | 60 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 53 | 1 | 56 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 51 | 1 | 55 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 38 | 1 | 40 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 38 | 1 | 40 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 26 | 1 | 28 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 15 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 15 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 9 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 5 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 3 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 1 | 1 | 1 | 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 | N | S |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 9.9 | 8.5 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:16 | 0:03 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 101 | 25 |
| High Minor Volume Condition Met | Yes | No |
| Total Entering Volume on All Approaches During Same Hour | 221 | 221 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 2 2021 PM

Report File: Z:\...\2021 PM With Proj Vistro Report.pdf

12/4/2021

Trip Generation summary

Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|--------------------------|--------------------|------|-----------|-------|----------|-------|-------|-----------|-----------|-------------|------------------|
| 1: Lot 1 | Apts | #221 | DU | 0.410 | 153.000 | 60.00 | 40.00 | 38 | 25 | 63 | 60.58 |
| 2: Lot 6 | Apts | #221 | DU | 0.410 | 100.000 | 60.00 | 40.00 | 25 | 16 | 41 | 39.42 |
| Added Trips Total | | | | | | | | 63 | 41 | 104 | 100.00 |

Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 2 2021 PM

Report File: Z:\...\2021 PM With Proj Vistro Report.pdf

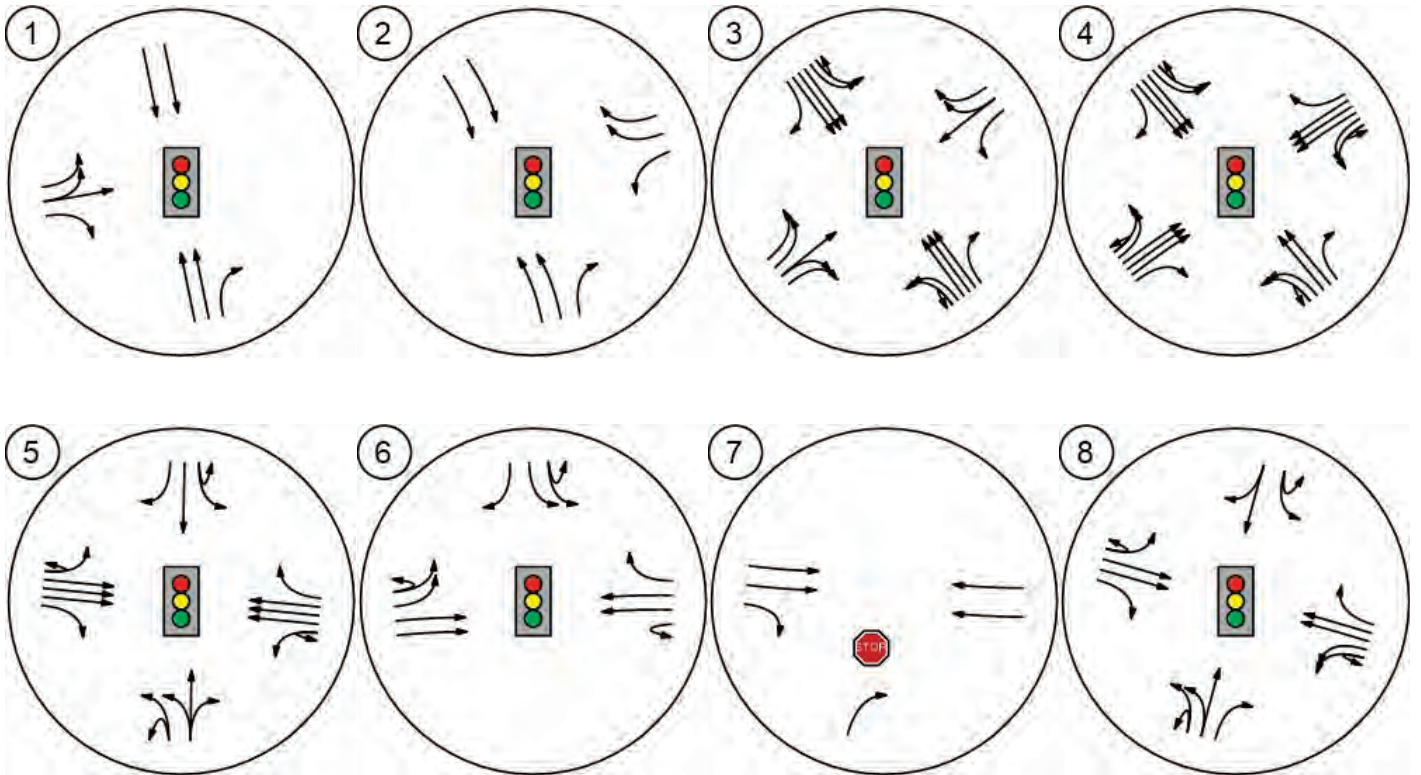
12/4/2021

Trip Distribution summary

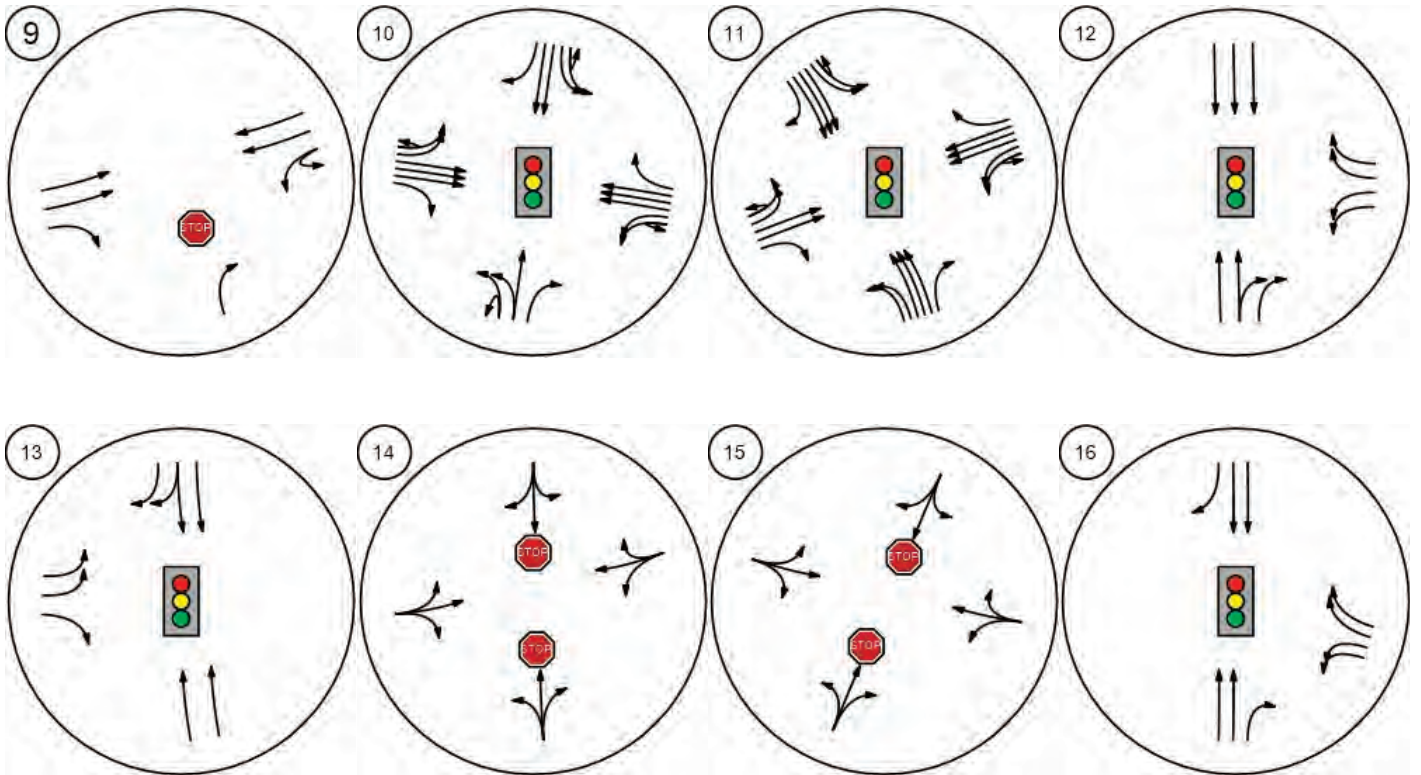
| Zone / Gate | Zone 1: Lot 1 | | | |
|----------------------------------|---------------|-----------|---------------|-----------|
| | To Lot 1: | | From Lot 1: | |
| | Share % | Trips | Share % | Trips |
| 2: Lot 6 | 0.00 | 0 | 0.00 | 0 |
| 11: S via Prairie City Rd | 3.00 | 1 | 3.00 | 1 |
| 12: W via US 50 | 16.00 | 6 | 16.00 | 4 |
| 13: W via American Aggregate Rd | 1.00 | 0 | 1.00 | 0 |
| 14: W via Iron Pt Rd | 5.00 | 2 | 5.00 | 1 |
| 15: N via Prairie City Rd | 13.00 | 5 | 13.00 | 3 |
| 16: N via Grover Rd | 4.00 | 2 | 4.00 | 1 |
| 17: Folsom HS | 2.00 | 1 | 2.00 | 1 |
| 18: N via Oak Ave. Pkwy | 22.00 | 8 | 22.00 | 5 |
| 19: N via Broadstone Pkwy | 8.00 | 3 | 8.00 | 2 |
| 20: Shops around Palladio | 6.00 | 2 | 6.00 | 2 |
| 21: E via Iron Pt Rd | 7.00 | 3 | 7.00 | 2 |
| 22: E Via US 50 | 13.00 | 5 | 13.00 | 3 |
| 23: Folsom Ranch Via Rowberry Dr | 0.00 | 0 | 0.00 | 0 |
| 24: S via Oak Ave Pkwy | 0.00 | 0 | 0.00 | 0 |
| Total | 100.00 | 38 | 100.00 | 25 |

| Zone / Gate | Zone 2: Lot 6 | | | |
|----------------------------------|---------------|-----------|---------------|-----------|
| | To Lot 6: | | From Lot 6: | |
| | Share % | Trips | Share % | Trips |
| 1: Lot 1 | 0.00 | 0 | 0.00 | 0 |
| 11: S via Prairie City Rd | 3.00 | 1 | 3.00 | 0 |
| 12: W via US 50 | 16.00 | 4 | 16.00 | 3 |
| 13: W via American Aggregate Rd | 1.00 | 0 | 1.00 | 0 |
| 14: W via Iron Pt Rd | 5.00 | 1 | 5.00 | 1 |
| 15: N via Prairie City Rd | 13.00 | 3 | 13.00 | 2 |
| 16: N via Grover Rd | 4.00 | 1 | 4.00 | 1 |
| 17: Folsom HS | 2.00 | 1 | 2.00 | 0 |
| 18: N via Oak Ave. Pkwy | 22.00 | 6 | 22.00 | 4 |
| 19: N via Broadstone Pkwy | 8.00 | 2 | 8.00 | 1 |
| 20: Shops around Palladio | 6.00 | 2 | 6.00 | 1 |
| 21: E via Iron Pt Rd | 7.00 | 2 | 7.00 | 1 |
| 22: E Via US 50 | 13.00 | 3 | 13.00 | 2 |
| 23: Folsom Ranch Via Rowberry Dr | 0.00 | 0 | 0.00 | 0 |
| 24: S via Oak Ave Pkwy | 0.00 | 0 | 0.00 | 0 |
| Total | 100.00 | 26 | 100.00 | 16 |

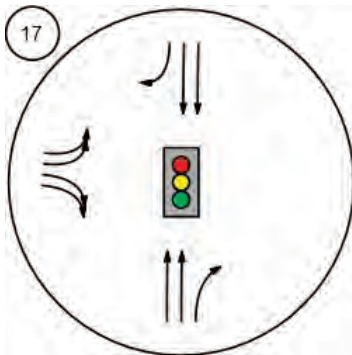
Lane Configuration and Traffic Control



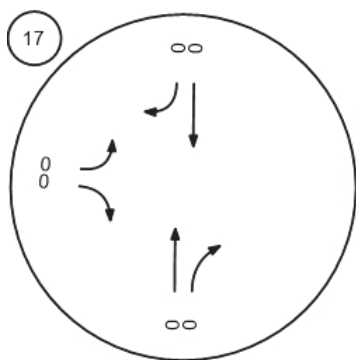
Lane Configuration and Traffic Control



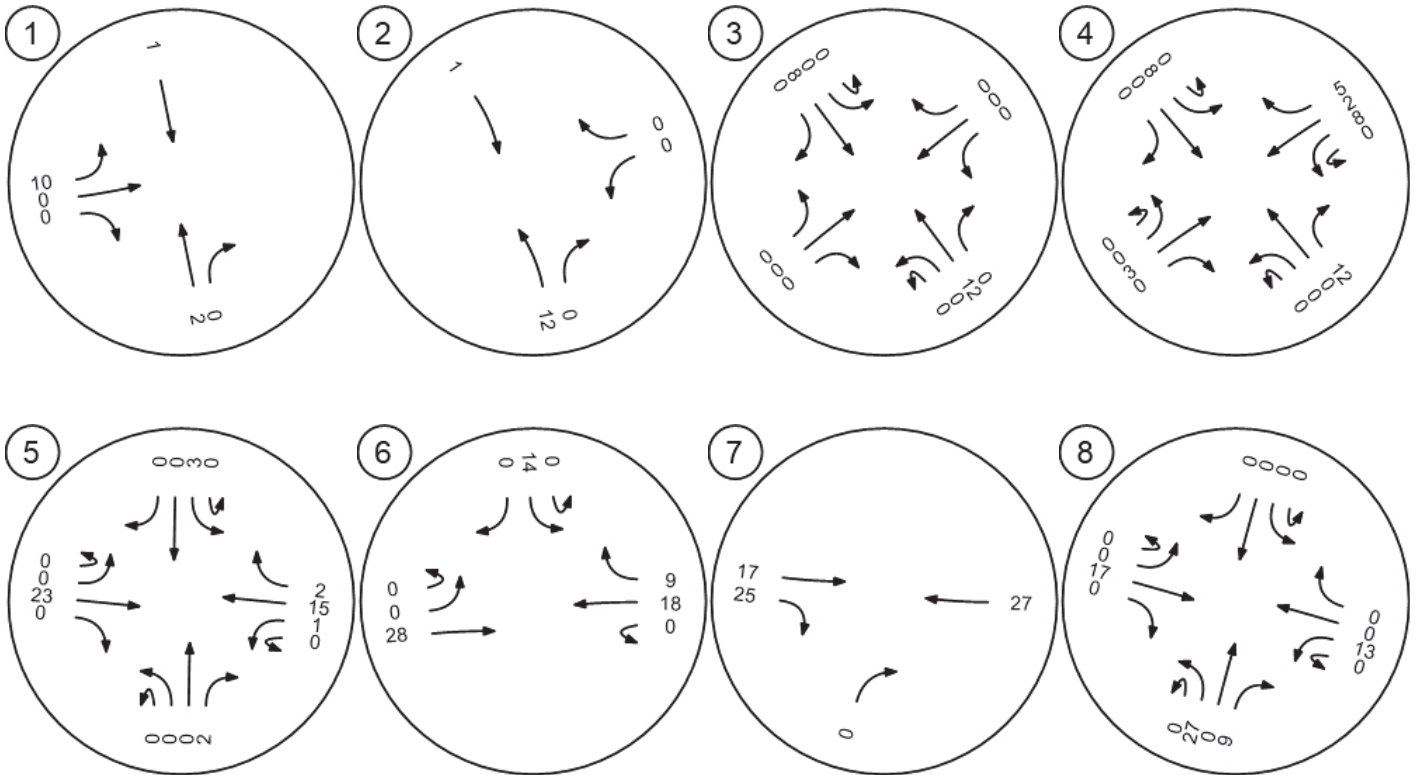
Lane Configuration and Traffic Control



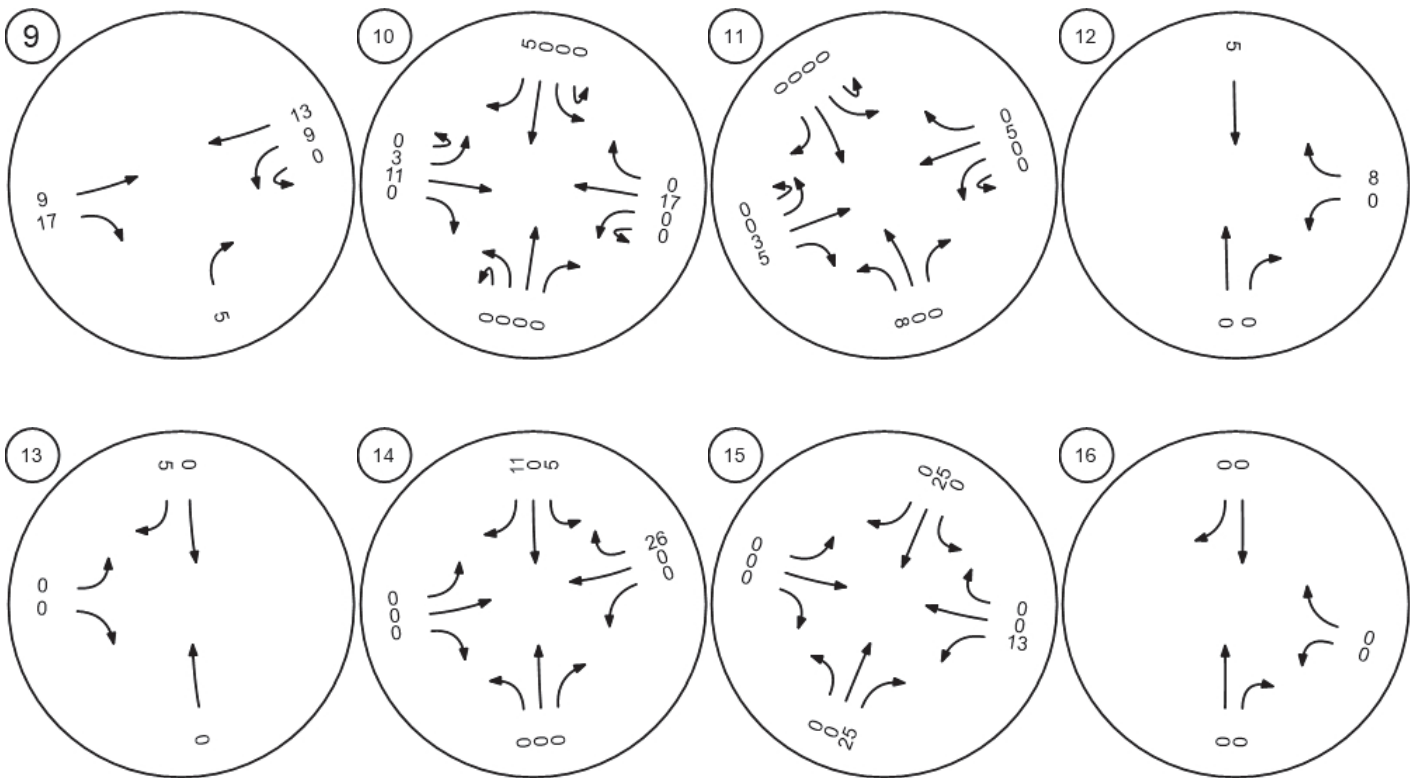
Traffic Volume - Base Volume



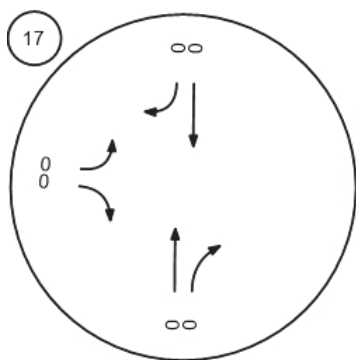
Traffic Volume - Net New Site Trips



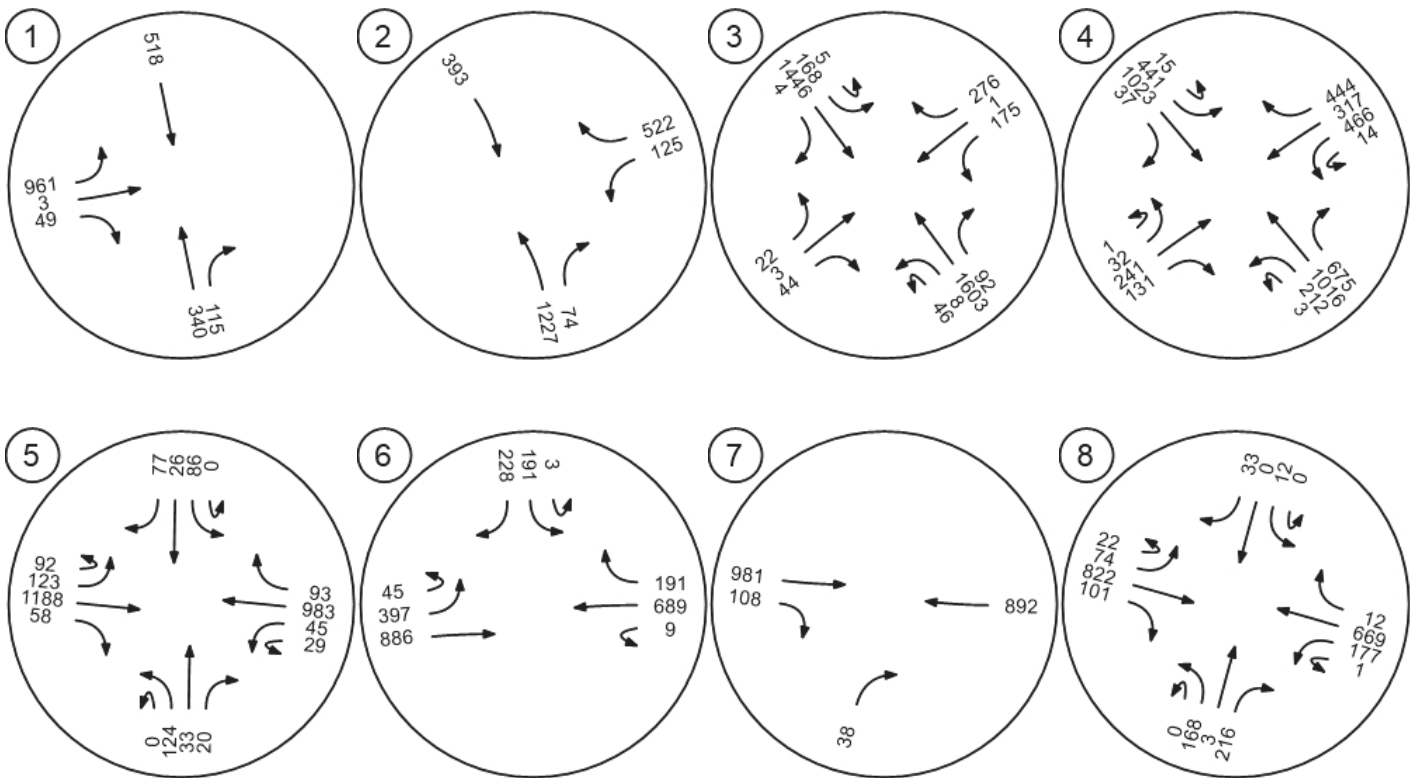
Traffic Volume - Net New Site Trips



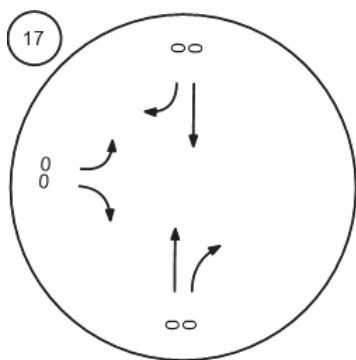
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 3 2026 AM

Report File: Z:\...\2026 AM No Proj Vistro Report.pdf

12/4/2021

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|-------------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Prairie City/US 50 EB | Signalized | HCM 6th Edition | EB Left | 0.901 | 15.2 | B |
| 2 | Prairie City/US 50 WB | Signalized | HCM 6th Edition | NB Thru | 1.090 | 60.5 | E |
| 3 | Prairie City/American Aggregates Rd | Signalized | HCM 6th Edition | NB Thru | 1.092 | 110.5 | F |
| 4 | Prairie City/Iron Point | Signalized | HCM 6th Edition | NB Thru | 1.057 | 123.4 | F |
| 5 | Iron Point/Grover | Signalized | HCM 6th Edition | EB U-T | 0.748 | 52.0 | D |
| 6 | Iron Pt/Oak Ave Pkwy | Signalized | HCM 6th Edition | EB Left | 0.540 | 36.8 | D |
| 7 | Iron Pt/ W Kaiser access | Two-way stop | HCM 6th Edition | NB Right | 0.060 | 12.4 | B |
| 8 | Iron Pt/Rowberry | Signalized | HCM 6th Edition | EB Left | 0.507 | 14.4 | B |
| 9 | Iron Pt/Safe Credit Union access | Two-way stop | HCM 6th Edition | WB U-T | 0.067 | 16.9 | C |
| 10 | Iron Pt/Broadstone | Signalized | HCM 6th Edition | WB Left | 0.329 | 16.3 | B |
| 11 | Iron Pt/E Bidwell | Signalized | HCM 6th Edition | NB Left | 0.877 | 67.1 | E |
| 12 | E Bidwell/WB 50 | Signalized | HCM 6th Edition | NB Thru | 1.039 | 46.9 | D |
| 13 | E Bidwell/EB 50 | Signalized | HCM 6th Edition | NB Thru | 0.818 | 12.9 | B |
| 14 | Lot 6 access | Two-way stop | HCM 6th Edition | NB Left | 0.006 | 9.1 | A |
| 15 | Lot 1 access | Two-way stop | HCM 6th Edition | SB Left | 0.098 | 9.6 | A |
| 16 | Oak Ave Pkwy/WB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | A |
| 17 | Oak Ave Pkwy/EB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | 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: Prairie City/US 50 EB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 15.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.901 |

Intersection Setup

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\|r |  |  | \|\| |  |  | r\|r\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 50.00 | 100.0 | 100.0 | 100.0 | 470.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 1072 | 209 | 0 | 638 | 0 | 1157 | 2 | 193 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 42 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1072 | 167 | 0 | 638 | 0 | 1157 | 2 | 135 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.910 | 0.910 | 1.000 | 0.910 | 1.000 | 0.910 | 0.910 | 0.910 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 295 | 46 | 0 | 175 | 0 | 318 | 1 | 37 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 1178 | 184 | 0 | 701 | 0 | 1271 | 2 | 148 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 65 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Split | Split | Split | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | Yes | | | Yes | | | No | | | | |
| Maximum Recall | | No | | | No | | | No | | | | |
| Pedestrian Recall | | No | | | No | | | No | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | C | R | C | L | C | R |
|---|-------|-------|-------|-------|-------|------|
| C, Cycle Length [s] | 50 | 50 | 50 | 50 | 50 | 50 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 19 | 19 | 19 | 20 | 20 | 20 |
| g / C, Green / Cycle | 0.39 | 0.39 | 0.39 | 0.40 | 0.40 | 0.40 |
| (v / s)_i Volume / Saturation Flow Rate | 0.33 | 0.11 | 0.20 | 0.35 | 0.35 | 0.09 |
| s, saturation flow rate [veh/h] | 3589 | 1602 | 3589 | 1795 | 1795 | 1602 |
| c, Capacity [veh/h] | 1401 | 626 | 1401 | 726 | 726 | 648 |
| d1, Uniform Delay [s] | 13.74 | 10.43 | 11.47 | 13.66 | 13.66 | 9.71 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.18 | 0.18 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.54 | 0.10 | 0.10 | 5.71 | 5.70 | 0.07 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|-------|--------|-------|-------|-------|
| X, volume / capacity | 0.84 | 0.29 | 0.50 | 0.88 | 0.88 | 0.23 |
| d, Delay for Lane Group [s/veh] | 14.28 | 10.52 | 11.57 | 19.37 | 19.36 | 9.78 |
| Lane Group LOS | B | B | B | B | B | A |
| Critical Lane Group | Yes | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 4.93 | 1.16 | 2.42 | 6.39 | 6.39 | 0.88 |
| 50th-Percentile Queue Length [ft/ln] | 123.29 | 29.03 | 60.45 | 159.7 | 159.7 | 21.96 |
| 95th-Percentile Queue Length [veh/ln] | 8.57 | 2.09 | 4.35 | 10.54 | 10.53 | 1.58 |
| 95th-Percentile Queue Length [ft/ln] | 214.34 | 52.25 | 108.80 | 263.4 | 263.3 | 39.53 |

Movement, Approach, & Intersection Results

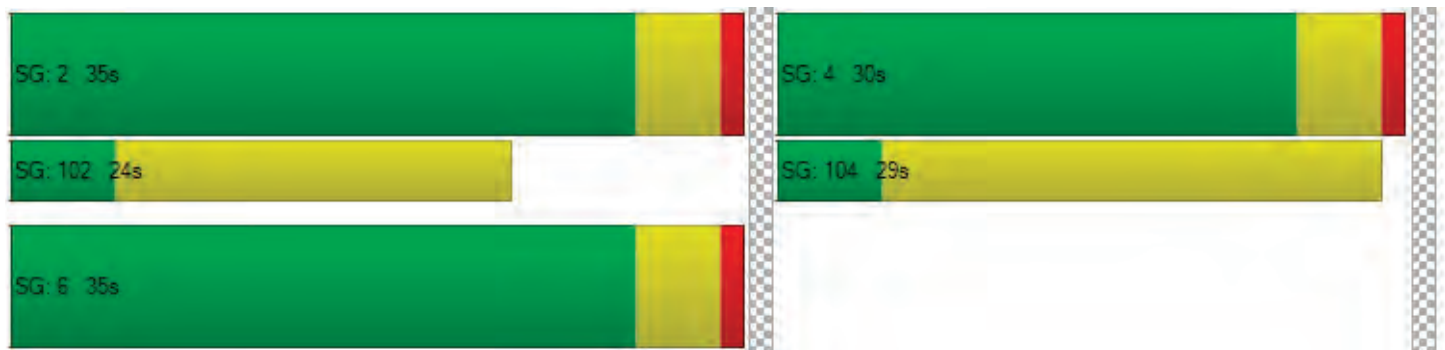
| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|------|-------|------|-------|-------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 14.28 | 10.52 | 0.00 | 11.57 | 0.00 | 19.36 | 19.36 | 9.78 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | B | | B | | B | B | A | | | |
| d_A, Approach Delay [s/veh] | | 13.77 | | | 11.57 | | 18.36 | | | 0.00 | | |
| Approach LOS | | B | | | B | | B | | | A | | |
| d_I, Intersection Delay [s/veh] | 15.20 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.901 | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | 0.0 | 0.0 | 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] | 16.58 | 0.00 | 0.00 | 16.58 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.780 | 0.000 | 0.000 | 1.616 |
| Crosswalk LOS | C | F | F | 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] | 1208 | 1208 | 1006 | 0 |
| d_b, Bicycle Delay [s] | 3.88 | 3.88 | 6.12 | 24.76 |
| I_b,int, Bicycle LOS Score for Intersection | 2.718 | 2.138 | 4.000 | 4.132 |
| Bicycle LOS | B | B | D | D |

Sequence

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



**Intersection Level Of Service Report
Intersection 2: Prairie City/US 50 WB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 60.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.090 |

Intersection Setup

| Name | Prairie City | | Prairie City | | WB 50 off | |
|------------------------------|--------------|--------|--------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↑↑↗ | | ↑↑ | | ↖↖↖ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 400.00 | 100.00 | 100.00 | 600.00 | 600.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Prairie City | | Prairie City | | WB 50 off | |
|--|--------------|--------|--------------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 2052 | 177 | 0 | 443 | 195 | 855 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 171 |
| Total Hourly Volume [veh/h] | 2052 | 177 | 0 | 443 | 195 | 684 |
| Peak Hour Factor | 0.8800 | 0.8800 | 1.0000 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 583 | 50 | 0 | 126 | 55 | 194 |
| Total Analysis Volume [veh/h] | 2332 | 201 | 0 | 503 | 222 | 777 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Unsignalized | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|--------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 6 | 0 | 0 | 6 | 6 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 50 | 0 |
| Amber [s] | 4.1 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 56 | 0 |
| Vehicle Extension [s] | 1.5 | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 20 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.1 | 0.0 | 0.0 | 3.1 | 3.1 | 0.0 |
| Minimum Recall | Yes | | | Yes | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | L | R |
|---|-------|------|-------|-------|
| C, Cycle Length [s] | 87 | 87 | 87 | 87 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 50 | 50 | 26 | 26 |
| g / C, Green / Cycle | 0.58 | 0.58 | 0.31 | 0.31 |
| (v / s)_i Volume / Saturation Flow Rate | 0.66 | 0.14 | 0.13 | 0.28 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 1767 | 2791 |
| c, Capacity [veh/h] | 2036 | 2036 | 541 | 854 |
| d1, Uniform Delay [s] | 18.38 | 9.08 | 23.89 | 28.95 |
| k, delay calibration | 0.08 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 66.59 | 0.02 | 0.19 | 1.63 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | |
|---------------------------------------|---------|-------|--------|--------|
| X, volume / capacity | 1.15 | 0.25 | 0.41 | 0.91 |
| d, Delay for Lane Group [s/veh] | 84.97 | 9.10 | 24.07 | 30.57 |
| Lane Group LOS | F | A | C | C |
| Critical Lane Group | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 36.36 | 2.15 | 3.54 | 7.64 |
| 50th-Percentile Queue Length [ft/ln] | 909.04 | 53.68 | 88.54 | 191.09 |
| 95th-Percentile Queue Length [veh/ln] | 51.43 | 3.87 | 6.37 | 12.18 |
| 95th-Percentile Queue Length [ft/ln] | 1285.72 | 96.63 | 159.36 | 304.45 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|------|------|------|-------|-------|
| d_M, Delay for Movement [s/veh] | 84.97 | 0.00 | 0.00 | 9.10 | 24.07 | 30.57 |
| Movement LOS | F | | | A | C | C |
| d_A, Approach Delay [s/veh] | 84.97 | | 9.10 | | 29.13 | |
| Approach LOS | F | | A | | C | |
| d_I, Intersection Delay [s/veh] | 60.47 | | | | | |
| Intersection LOS | E | | | | | |
| Intersection V/C | 1.090 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 33.03 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 2.657 |
| Crosswalk LOS | F | F | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1175 | 1175 | 1175 |
| d_b, Bicycle Delay [s] | 7.38 | 7.38 | 7.38 |
| I_b,int, Bicycle LOS Score for Intersection | 3.484 | 1.975 | 1.560 |
| Bicycle LOS | C | A | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 3: Prairie City/American Aggregates Rd**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 110.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.092 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100 | 100 | 100 | 100 | 400 | 100 | 100 | 100 | 100.0 | 100.0 | 100.0 | 130.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | | No | | | | No | | | No | | |
| Crosswalk | No | | | | Yes | | | | Yes | | | Yes | | |

Volumes

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|--|--------------|------|------|------|--------------|------|------|------|-------|-------|-------|-------|-------|-------|
| | 24 | 129 | 228 | 471 | 8 | 735 | 145 | 40 | 0 | 0 | 5 | 241 | 3 | 351 |
| Base Volume Input [veh/h] | 24 | 129 | 228 | 471 | 8 | 735 | 145 | 40 | 0 | 0 | 5 | 241 | 3 | 351 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 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 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 256 |
| Total Hourly Volume [veh/h] | 24 | 129 | 228 | 367 | 8 | 735 | 145 | 40 | 0 | 0 | 0 | 241 | 3 | 95 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.810 | 0.810 | 0.810 | 0.810 | 0.810 | 0.810 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 7 | 40 | 705 | 113 | 2 | 227 | 448 | 12 | 0 | 0 | 0 | 74 | 1 | 29 |
| Total Analysis Volume [veh/h] | 30 | 159 | 281 | 453 | 10 | 907 | 179 | 49 | 0 | 0 | 0 | 298 | 4 | 117 |
| 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 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 9 | | | | 0 | | | 3 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 3 | | | | 0 | | | 9 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 1 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 1 | | | | 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] | 164 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Per | Per | Prot | Per | Per | Split | Split | Split | Split | Split | Split |
|------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 0 | 3 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 0 |
| Maximum Green [s] | 0 | 30 | 50 | 0 | 0 | 50 | 50 | 0 | 30 | 24 | 0 | 0 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 3.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 56 | 0 | 0 | 55 | 56 | 0 | 0 | 29 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 2.0 | 5.0 | 0.0 | 3.0 | 2.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 18 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 2.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | | | No | |
| Maximum Recall | | No | No | | | No | No | | | No | | | No | |
| Pedestrian Recall | | 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 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|-------|
| C, Cycle Length [s] | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.00 | 6.00 | 4.50 | 6.00 | 6.00 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.00 | 4.00 | 2.50 | 4.00 | 4.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 11 | 68 | 68 | 46 | 102 | 102 | 0 | 0 | 0 | 31 | 31 | 31 |
| g / C, Green / Cycle | 0.07 | 0.41 | 0.41 | 0.28 | 0.62 | 0.62 | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 | 0.19 |
| (v / s)_i Volume / Saturation Flow Rate | 0.05 | 0.55 | 0.28 | 0.27 | 0.35 | 0.03 | 0.00 | 0.00 | 0.00 | 0.17 | 0.04 | 0.04 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 1589 | 3459 | 5094 | 1589 | 3459 | 1870 | 1589 | 1781 | 1576 | 1559 |
| c, Capacity [veh/h] | 236 | 2100 | 655 | 968 | 3179 | 992 | 1 | 1 | 0 | 336 | 297 | 294 |
| d1, Uniform Delay [s] | 75.34 | 48.20 | 39.62 | 57.86 | 17.87 | 11.96 | 0.00 | 0.00 | 0.00 | 64.86 | 56.17 | 56.13 |
| k, delay calibration | 0.04 | 0.50 | 0.50 | 0.04 | 0.50 | 0.50 | 0.04 | 0.04 | 0.04 | 0.17 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.41 | 157.3 | 5.90 | 2.42 | 0.73 | 0.09 | 0.00 | 0.00 | 0.00 | 11.52 | 0.12 | 0.13 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|-------|
| X, volume / capacity | 0.80 | 1.34 | 0.69 | 0.95 | 0.56 | 0.05 | 0.00 | 0.00 | 0.00 | 0.89 | 0.20 | 0.20 |
| d, Delay for Lane Group [s/veh] | 77.75 | 205.5 | 45.52 | 60.28 | 18.60 | 12.05 | 0.00 | 0.00 | 0.00 | 76.37 | 56.30 | 56.26 |
| Lane Group LOS | E | F | D | E | B | B | A | A | A | E | E | E |
| Critical Lane Group | No | Yes | No | Yes | No | No | No | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 4.04 | 59.03 | 16.20 | 19.00 | 13.31 | 0.75 | 0.00 | 0.00 | 0.00 | 13.27 | 2.17 | 2.14 |
| 50th-Percentile Queue Length [ft/ln] | 100.8 | 1475. | 405.0 | 474.9 | 332.8 | 18.63 | 0.00 | 0.00 | 0.00 | 331.8 | 54.15 | 53.59 |
| 95th-Percentile Queue Length [veh/ln] | 7.26 | 86.39 | 22.80 | 26.14 | 19.30 | 1.34 | 0.00 | 0.00 | 0.00 | 19.25 | 3.90 | 3.86 |
| 95th-Percentile Queue Length [ft/ln] | 181.5 | 2159. | 570.0 | 653.6 | 482.4 | 33.54 | 0.00 | 0.00 | 0.00 | 481.2 | 97.47 | 96.46 |

Movement, Approach, & Intersection Results

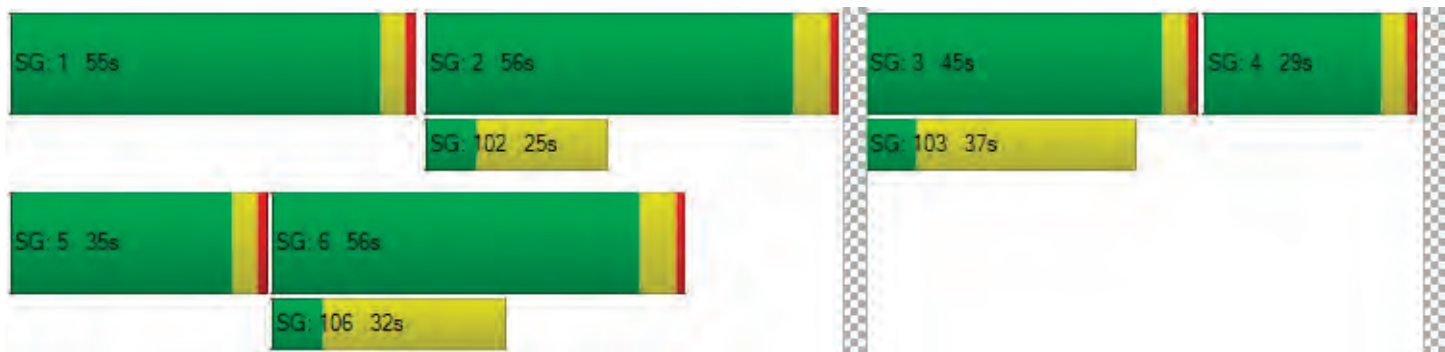
| | | | | | | | | | | | | | | |
|---------------------------------|--------|------|------|-------|------|------|------|------|------|-------|------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 77.7 | 77.7 | 205. | 45.5 | 60.2 | 60.2 | 18.6 | 12.0 | 0.00 | 0.00 | 0.00 | 76.37 | 56.30 | 56.28 |
| Movement LOS | E | E | F | D | E | E | B | B | A | A | A | E | E | E |
| d_A, Approach Delay [s/veh] | 177.58 | | | 32.35 | | | 0.00 | | | 70.57 | | | | |
| Approach LOS | F | | | C | | | A | | | E | | | | |
| d_I, Intersection Delay [s/veh] | 110.50 | | | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | | | |
| Intersection V/C | 1.092 | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 | 11.0 |
| 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 | 71.38 | 71.38 | 71.38 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.522 | 2.524 | 3.110 |
| Crosswalk LOS | F | D | B | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 610 | 610 | 299 | 494 |
| d_b, Bicycle Delay [s] | 39.63 | 39.63 | 59.34 | 46.51 |
| I_b,int, Bicycle LOS Score for Intersection | 3.504 | 2.577 | 1.568 | 2.673 |
| Bicycle LOS | D | B | A | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 123.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.057 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 262 | 161 | 763 | 6 | 347 | 142 | 87 | 3 | 23 | 319 | 173 | 6 | 630 | 346 | 456 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 262 | 161 | 763 | 6 | 347 | 142 | 87 | 3 | 23 | 319 | 173 | 6 | 630 | 346 | 456 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 79 | 486 | 230 | 2 | 105 | 430 | 26 | 1 | 7 | 96 | 52 | 2 | 190 | 104 | 137 |
| Total Analysis Volume [veh/h] | 4 | 316 | 194 | 919 | 7 | 418 | 172 | 105 | 4 | 28 | 384 | 208 | 7 | 759 | 417 | 549 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 2 | | | | 7 | | | | 42 | | | | 3 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 42 | | | | 3 | | | | 2 | | | | 7 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 5 | | | | 40 | | | | 4 | | | | 14 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 14 | | | | 4 | | | | 40 | | | | 5 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 40 | 0 | 0 | 35 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 40 | 0 | 0 | 40 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 6.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 6.6 | 0.0 | 0.0 | 2.0 | 5.9 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|--------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 185 | 185 | 185 | 185 | 185 | 185 | 185 | 185 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 19 | 74 | 25 | 79 | 3 | 31 | 35 | 63 |
| g / C, Green / Cycle | 0.10 | 0.40 | 0.13 | 0.43 | 0.02 | 0.17 | 0.19 | 0.34 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.55 | 0.12 | 0.34 | 0.01 | 0.08 | 0.22 | 0.08 |
| s, saturation flow rate [veh/h] | 3459 | 3560 | 3459 | 5094 | 3459 | 5094 | 3459 | 5094 |
| c, Capacity [veh/h] | 361 | 1428 | 460 | 2176 | 59 | 845 | 663 | 1735 |
| d1, Uniform Delay [s] | 81.78 | 55.40 | 79.28 | 45.83 | 90.20 | 69.62 | 74.77 | 43.82 |
| k, delay calibration | 0.04 | 0.50 | 0.04 | 0.50 | 0.04 | 0.55 | 0.08 | 0.37 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.96 | 167.36 | 3.45 | 3.02 | 2.81 | 1.95 | 72.50 | 0.24 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|---------|--------|--------|-------|--------|--------|--------|
| X, volume / capacity | 0.89 | 1.36 | 0.92 | 0.79 | 0.54 | 0.45 | 1.15 | 0.24 |
| d, Delay for Lane Group [s/veh] | 84.74 | 222.76 | 82.73 | 48.86 | 93.01 | 71.57 | 147.27 | 44.07 |
| Lane Group LOS | F | F | F | D | F | E | F | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 7.76 | 66.46 | 10.32 | 23.58 | 0.79 | 5.69 | 22.55 | 4.73 |
| 50th-Percentile Queue Length [ft/ln] | 193.92 | 1661.41 | 257.93 | 589.62 | 19.82 | 142.23 | 563.64 | 118.29 |
| 95th-Percentile Queue Length [veh/ln] | 12.32 | 96.93 | 15.58 | 31.55 | 1.43 | 9.60 | 32.68 | 8.30 |
| 95th-Percentile Queue Length [ft/ln] | 308.11 | 2423.26 | 389.62 | 788.73 | 35.67 | 240.03 | 817.04 | 207.47 |

Movement, Approach, & Intersection Results

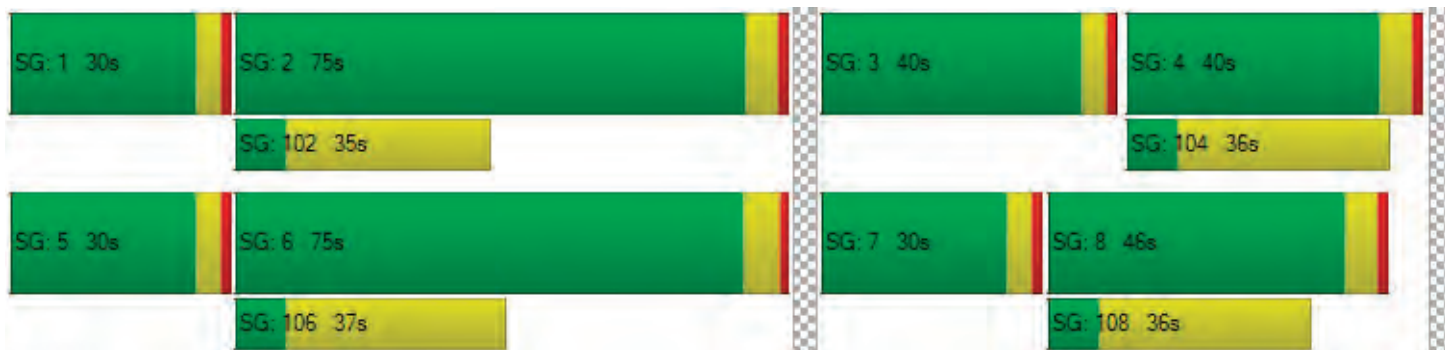
| | | | | | | | | | | | | | | | | |
|---------------------------------|--------|------|------|------|-------|------|------|------|-------|------|------|------|--------|------|------|------|
| d_M, Delay for Movement [s/veh] | 84.7 | 84.7 | 222. | 0.00 | 82.7 | 82.7 | 48.8 | 0.00 | 93.0 | 93.0 | 71.5 | 0.00 | 147. | 147. | 44.0 | 0.00 |
| Movement LOS | F | F | F | | F | F | D | | F | F | E | | F | F | D | |
| d_A, Approach Delay [s/veh] | 203.26 | | | | 55.57 | | | | 73.22 | | | | 110.89 | | | |
| Approach LOS | F | | | | E | | | | E | | | | F | | | |
| d_I, Intersection Delay [s/veh] | 123.35 | | | | | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | | | | | |
| Intersection V/C | 1.057 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 122.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 81.84 | 81.84 | 81.84 | 81.84 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.397 | 3.329 | 3.112 | 3.194 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 751 | 746 | 373 | 438 |
| d_b, Bicycle Delay [s] | 36.06 | 36.38 | 61.23 | 56.44 |
| I_b,int, Bicycle LOS Score for Intersection | 3.425 | 2.509 | 1.773 | 1.793 |
| Bicycle LOS | C | 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 5: Iron Point/Grover**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 52.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.748 |

Intersection Setup

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | | | | | | | | | | | | | | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 100. | 100. | 100. | 200. | 200. | 100. | 100. | 230. | 210. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | No | | | |

Volumes

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|--------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 160 | 59 | 23 | 0 | 147 | 85 | 180 | 128 | 83 | 938 | 167 | 32 | 169 | 961 | 132 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 53 |
| Total Hourly Volume [veh/h] | 0 | 160 | 59 | 15 | 0 | 147 | 85 | 131 | 128 | 83 | 938 | 70 | 32 | 169 | 961 | 79 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 53 | 20 | 5 | 0 | 49 | 28 | 44 | 43 | 28 | 313 | 23 | 11 | 56 | 320 | 26 |
| Total Analysis Volume [veh/h] | 0 | 213 | 79 | 20 | 0 | 196 | 113 | 175 | 171 | 111 | 125 | 93 | 43 | 225 | 128 | 105 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 510 | | | | 20 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 20 | | | | 510 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 11 | | | | 19 | | | | 3 | | | | 172 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 3 | | | | 172 | | | | 11 | | | | 19 | | | |
| 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 | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 0 | 0 | 3 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 30 | 69 | 0 | 0 | 30 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 15 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|----|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 27 |
| Pedestrian Clearance [s] | 30 |

Lane Group Calculations

| Lane Group | L | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 153 | 153 | 153 | 153 | 153 | 153 | 153 | 153 | 153 | 153 | 153 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 15 | 15 | 40 | 40 | 40 | 26 | 54 | 54 | 25 | 53 | 53 |
| g / C, Green / Cycle | 0.10 | 0.10 | 0.26 | 0.26 | 0.26 | 0.17 | 0.35 | 0.35 | 0.16 | 0.35 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.09 | 0.11 | 0.06 | 0.17 | 0.16 | 0.25 | 0.06 | 0.15 | 0.25 | 0.08 |
| s, saturation flow rate [veh/h] | 1781 | 1796 | 1781 | 1870 | 1014 | 1781 | 5094 | 1558 | 1781 | 5094 | 1238 |
| c, Capacity [veh/h] | 180 | 182 | 464 | 487 | 264 | 303 | 1799 | 550 | 290 | 1759 | 428 |
| d1, Uniform Delay [s] | 67.93 | 67.92 | 47.13 | 44.64 | 47.14 | 62.76 | 42.56 | 34.10 | 63.34 | 43.93 | 35.21 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.15 | 0.27 | 0.19 | 0.19 | 0.23 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.68 | 4.61 | 0.23 | 0.09 | 3.99 | 23.94 | 0.84 | 0.25 | 21.87 | 1.01 | 0.51 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.86 | 0.86 | 0.42 | 0.23 | 0.66 | 0.93 | 0.70 | 0.17 | 0.93 | 0.73 | 0.25 |
| d, Delay for Lane Group [s/veh] | 72.60 | 72.53 | 47.36 | 44.73 | 51.12 | 86.70 | 43.40 | 34.35 | 85.22 | 44.93 | 35.71 |
| Lane Group LOS | E | E | D | D | D | F | D | C | F | D | D |
| Critical Lane Group | Yes | No | No | No | Yes | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.26 | 6.30 | 6.33 | 3.45 | 5.91 | 12.89 | 13.77 | 2.47 | 12.10 | 14.42 | 2.87 |
| 50th-Percentile Queue Length [ft/ln] | 156.52 | 157.62 | 158.1 | 86.25 | 147.8 | 322.2 | 344.3 | 61.85 | 302.5 | 360.5 | 71.75 |
| 95th-Percentile Queue Length [veh/ln] | 10.36 | 10.42 | 10.45 | 6.21 | 9.90 | 18.78 | 19.86 | 4.45 | 17.81 | 20.65 | 5.17 |
| 95th-Percentile Queue Length [ft/ln] | 259.11 | 260.57 | 261.2 | 155.2 | 247.5 | 469.4 | 496.4 | 111.3 | 445.1 | 516.2 | 129.1 |

Movement, Approach, & Intersection Results

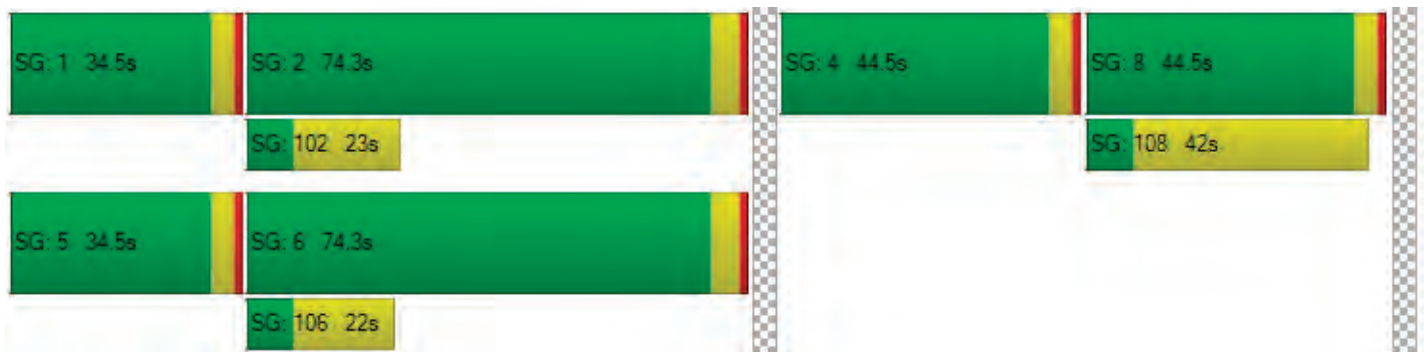
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 72.6 | 72.5 | 72.5 | 72.5 | 47.3 | 47.3 | 44.7 | 51.1 | 86.7 | 86.7 | 43.4 | 34.3 | 85.2 | 85.2 | 44.9 | 35.7 |
| Movement LOS | E | E | E | E | D | D | D | D | F | F | D | C | F | F | D | D |
| d_A, Approach Delay [s/veh] | 72.56 | | | | 48.11 | | | | 50.39 | | | | 50.87 | | | |
| Approach LOS | E | | | | D | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 52.01 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.748 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 0.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 283.69 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 66.04 | 66.04 | 66.04 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.253 | 2.441 | 3.308 | 0.000 |
| Crosswalk LOS | B | B | C | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 522 | 522 | 900 | 900 |
| d_b, Bicycle Delay [s] | 41.87 | 41.87 | 23.18 | 23.18 |
| I_b,int, Bicycle LOS Score for Intersection | 1.736 | 2.116 | 2.446 | 2.475 |
| Bicycle LOS | A | B | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 6: Iron Pt/Oak Ave Pkwy**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 36.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.540 |

Intersection Setup

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|------------------------------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | T T T | | | T T T | | | T T T | | |
| Turning Movement | U-turn | Left | Right | U-turn | Left | Thru | U-turn | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 200.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 250.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | |
| Crosswalk | Yes | | | No | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|--|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 307 | 551 | 2 | 376 | 641 | 29 | 633 | 99 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 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 |
| Total Hourly Volume [veh/h] | 3 | 307 | 551 | 2 | 376 | 641 | 29 | 633 | 99 |
| Peak Hour Factor | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 |
| Other Adjustment Factor | 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 | 98 | 177 | 1 | 121 | 205 | 9 | 203 | 32 |
| Total Analysis Volume [veh/h] | 4 | 394 | 706 | 3 | 482 | 822 | 37 | 812 | 127 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 106 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fixed time |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissi | Permissi | Unsignali | Permissi | Protecte | Permissi | Protecte | Permissi | Unsignali |
|------------------------------|----------|----------|-----------|----------|----------|----------|----------|----------|-----------|
| Signal Group | 0 | 8 | 0 | 0 | 5 | 2 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | |
| Lead / Lag | - | Lead | - | - | Lead | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 10 | 5 | 10 | 0 |
| Maximum Green [s] | 0 | 25 | 0 | 0 | 25 | 40 | 25 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 3.5 | 5.3 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 46 | 30 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.3 | 2.0 | 5.4 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 27 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 2.5 | 4.3 | 0.0 |
| Minimum Recall | | No | | | No | Yes | No | Yes | |
| Maximum Recall | | No | | | No | No | No | No | |
| Pedestrian Recall | | 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 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 7 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | L | C | L | C |
|---|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 114 | 114 | 114 | 114 | 114 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 5.30 | 4.50 | 6.30 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 3.30 | 2.50 | 4.30 |
| g_i, Effective Green Time [s] | 26 | 26 | 41 | 26 | 40 |
| g / C, Green / Cycle | 0.22 | 0.22 | 0.36 | 0.22 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.12 | 0.14 | 0.23 | 0.02 | 0.23 |
| s, saturation flow rate [veh/h] | 3459 | 3459 | 3560 | 1781 | 3560 |
| c, Capacity [veh/h] | 774 | 774 | 1271 | 398 | 1240 |
| d1, Uniform Delay [s] | 38.82 | 39.95 | 30.64 | 35.08 | 31.37 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.44 | 3.82 | 2.55 | 0.46 | 2.71 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | |
|---------------------------------------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.51 | 0.63 | 0.65 | 0.09 | 0.65 |
| d, Delay for Lane Group [s/veh] | 41.26 | 43.78 | 33.19 | 35.54 | 34.07 |
| Lane Group LOS | D | D | C | D | C |
| Critical Lane Group | Yes | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 5.14 | 6.53 | 9.79 | 0.87 | 9.80 |
| 50th-Percentile Queue Length [ft/ln] | 128.54 | 163.28 | 244.74 | 21.78 | 245.11 |
| 95th-Percentile Queue Length [veh/ln] | 8.86 | 10.72 | 14.92 | 1.57 | 14.94 |
| 95th-Percentile Queue Length [ft/ln] | 221.51 | 268.06 | 373.02 | 39.20 | 373.49 |

Movement, Approach, & Intersection Results

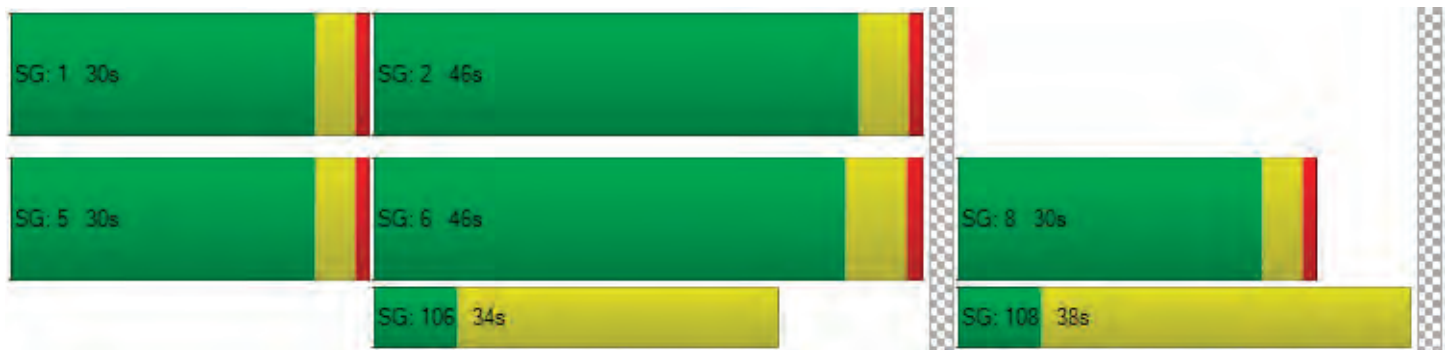
| | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 41.26 | 41.26 | 0.00 | 43.78 | 43.78 | 33.19 | 35.54 | 34.07 | 0.00 |
| Movement LOS | D | D | | D | D | C | D | C | |
| d_A, Approach Delay [s/veh] | 41.26 | | 37.12 | | | 34.14 | | | |
| Approach LOS | D | | D | | | C | | | |
| d_I, Intersection Delay [s/veh] | 36.77 | | | | | | | | |
| Intersection LOS | D | | | | | | | | |
| Intersection V/C | 0.540 | | | | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 46.53 | 0.00 | 46.53 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.607 | 0.000 | 2.893 |
| Crosswalk LOS | B | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 447 | 714 | 696 |
| d_b, Bicycle Delay [s] | 34.35 | 23.57 | 24.21 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.240 | 2.260 |
| Bicycle LOS | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 7: Iron Pt/ W Kaiser access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.060 |

Intersection Setup

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|------------------------------|-----------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|---|-----------------|--------|---------|--------|---------|--------|
| Base Volume Input [veh/h] | 0 | 27 | 874 | 150 | 0 | 744 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 27 | 874 | 150 | 0 | 744 |
| Peak Hour Factor | 1.0000 | 0.8800 | 0.8800 | 0.8800 | 1.0000 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 8 | 248 | 43 | 0 | 211 |
| Total Analysis Volume [veh/h] | 0 | 31 | 993 | 170 | 0 | 845 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.06 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 12.38 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 4.75 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.38 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.19 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 8: Iron Pt/Rowberry**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 14.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.507 |

Intersection Setup

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T | | | | T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 220. | 100. | 100. | 100. | 30.0 | 100. | 100. | 100. | 100. | 325. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | No | | | | Yes | | | |

Volumes

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|--|----------|------|------|------|----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | 0 | 70 | 0 | 102 | 0 | 18 | 8 | 79 | 12 | 46 | 713 | 130 | 14 | 261 | 583 | 18 |
| Base Volume Input [veh/h] | 0 | 70 | 0 | 102 | 0 | 18 | 8 | 79 | 12 | 46 | 713 | 130 | 14 | 261 | 583 | 18 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 70 | 0 | 34 | 0 | 18 | 8 | 21 | 12 | 46 | 713 | 123 | 14 | 261 | 583 | 18 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 19 | 0 | 9 | 0 | 5 | 2 | 6 | 3 | 12 | 192 | 33 | 4 | 70 | 157 | 5 |
| Total Analysis Volume [veh/h] | 0 | 75 | 0 | 37 | 0 | 19 | 9 | 23 | 13 | 49 | 767 | 132 | 15 | 281 | 627 | 19 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 150 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 40 | 0 | 0 | 25 | 40 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 45 | 0 | 0 | 30 | 45 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|
| C, Cycle Length [s] | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 4 | 4 | 4 | 3 | 3 | 3 | 18 | 18 | 6 | 21 | 21 |
| g / C, Green / Cycle | 0.08 | 0.08 | 0.08 | 0.05 | 0.05 | 0.06 | 0.37 | 0.37 | 0.12 | 0.43 | 0.43 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02 | 0.02 | 0.02 | 0.01 | 0.02 | 0.03 | 0.22 | 0.08 | 0.09 | 0.18 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 1781 | 1589 | 1781 | 1659 | 1781 | 3560 | 1589 | 3459 | 3560 | 1589 |
| c, Capacity [veh/h] | 142 | 142 | 127 | 92 | 85 | 104 | 1301 | 581 | 433 | 1538 | 687 |
| d1, Uniform Delay [s] | 21.49 | 21.49 | 21.54 | 22.59 | 22.79 | 22.82 | 12.75 | 10.91 | 20.79 | 9.73 | 8.11 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.36 | 0.36 | 0.47 | 0.41 | 1.01 | 2.02 | 0.73 | 0.34 | 0.72 | 0.30 | 0.03 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| X, volume / capacity | 0.26 | 0.26 | 0.29 | 0.21 | 0.38 | 0.60 | 0.59 | 0.23 | 0.68 | 0.41 | 0.03 |
| d, Delay for Lane Group [s/veh] | 21.85 | 21.85 | 22.01 | 23.01 | 23.80 | 24.83 | 13.49 | 11.25 | 21.50 | 10.02 | 8.14 |
| Lane Group LOS | C | C | C | C | C | C | B | B | C | B | A |
| Critical Lane Group | No | No | Yes | No | Yes | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 0.39 | 0.39 | 0.39 | 0.21 | 0.36 | 0.71 | 3.00 | 0.90 | 1.53 | 1.94 | 0.10 |
| 50th-Percentile Queue Length [ft/ln] | 9.73 | 9.73 | 9.68 | 5.15 | 8.90 | 17.65 | 74.92 | 22.45 | 38.17 | 48.61 | 2.51 |
| 95th-Percentile Queue Length [veh/ln] | 0.70 | 0.70 | 0.70 | 0.37 | 0.64 | 1.27 | 5.39 | 1.62 | 2.75 | 3.50 | 0.18 |
| 95th-Percentile Queue Length [ft/ln] | 17.52 | 17.52 | 17.43 | 9.27 | 16.03 | 31.77 | 134.8 | 40.41 | 68.70 | 87.49 | 4.51 |

Movement, Approach, & Intersection Results

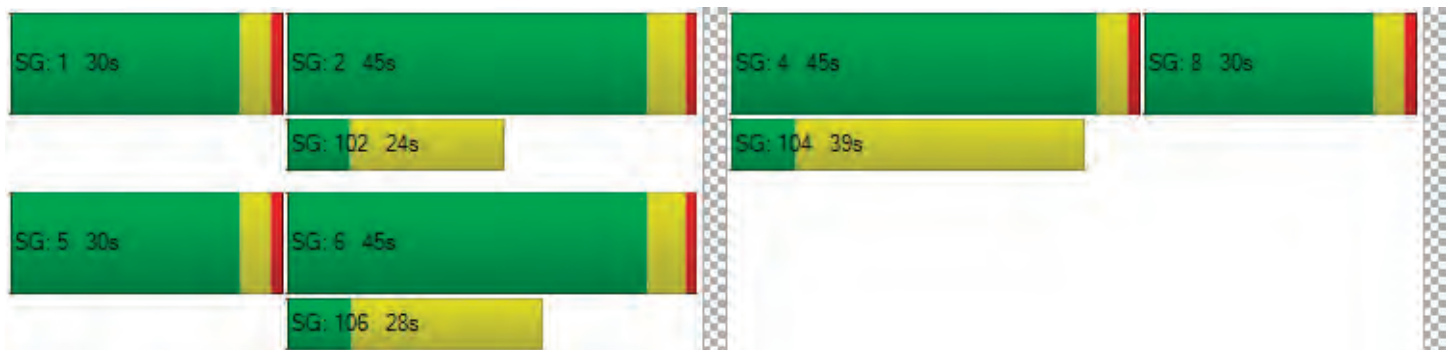
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 21.8 | 21.8 | 21.8 | 22.0 | 23.0 | 23.0 | 23.8 | 23.8 | 24.8 | 24.8 | 13.4 | 11.2 | 21.5 | 21.5 | 10.0 | 8.14 |
| Movement LOS | C | C | C | C | C | C | C | C | C | C | B | B | C | C | B | A |
| d_A, Approach Delay [s/veh] | 21.90 | | | 23.51 | | | 13.91 | | | 13.59 | | | | | | |
| Approach LOS | C | | | C | | | B | | | B | | | | | | |
| d_I, Intersection Delay [s/veh] | 14.44 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.507 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 0.0 | 11.0 |
| 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] | 15.01 | 15.01 | 0.00 | 15.01 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.481 | 2.046 | 0.000 | 2.915 |
| Crosswalk LOS | B | B | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1634 | 1029 | 1602 | 1602 |
| d_b, Bicycle Delay [s] | 0.83 | 5.84 | 0.98 | 0.98 |
| I_b,int, Bicycle LOS Score for Intersection | 1.733 | 1.708 | 2.318 | 2.324 |
| Bicycle LOS | A | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 9: Iron Pt/Safe Credit Union access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 16.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.067 |

Intersection Setup

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|------------------------------|--------------------------|--------|-----------|-------|-----------|--------|--------|
| Approach | Northbound | | Eastbound | | Westbound | | |
| Lane Configuration | | | | | | | |
| Turning Movement | Left | Right | Thru | Right | U-turn | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 90.00 | 120.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 49.21 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | | |
| Crosswalk | Yes | | No | | No | | |

Volumes

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|---|--------------------------|--------|---------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 10 | 767 | 14 | 21 | 32 | 876 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 10 | 767 | 14 | 21 | 32 | 876 |
| Peak Hour Factor | 1.0000 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 3 | 204 | 4 | 6 | 9 | 233 |
| Total Analysis Volume [veh/h] | 0 | 11 | 816 | 15 | 22 | 34 | 932 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | |
|---------------------------------------|-------|-------|------|------|-------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.02 | 0.01 | 0.00 | 0.07 | 0.04 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 11.19 | 0.00 | 0.00 | 16.86 | 10.39 | 0.00 |
| Movement LOS | | B | A | A | C | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.06 | 0.00 | 0.00 | 0.37 | 0.37 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 1.42 | 0.00 | 0.00 | 9.19 | 9.19 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.19 | | 0.00 | | 0.73 | | |
| Approach LOS | B | | A | | A | | |
| d_I, Intersection Delay [s/veh] | 0.46 | | | | | | |
| Intersection LOS | C | | | | | | |

**Intersection Level Of Service Report
Intersection 10: Iron Pt/Broadstone**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 16.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.329 |

Intersection Setup

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 270. | 100. | 100. | 200. | 230. | 100. | 100. | 270. | 240. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 240. | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | Yes | | | |

Volumes

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 15 | 11 | 8 | 5 | 88 | 40 | 276 | 18 | 170 | 548 | 62 | 5 | 55 | 612 | 28 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 276 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 28 |
| Total Hourly Volume [veh/h] | 0 | 15 | 11 | 5 | 5 | 88 | 40 | 0 | 18 | 170 | 548 | 48 | 5 | 55 | 612 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 4 | 3 | 1 | 1 | 24 | 11 | 0 | 5 | 47 | 151 | 13 | 1 | 15 | 168 | 0 |
| Total Analysis Volume [veh/h] | 0 | 16 | 12 | 5 | 5 | 97 | 44 | 0 | 20 | 187 | 602 | 53 | 5 | 60 | 673 | 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Per | Per | Per | Per | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 30 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 53 | 53 | 53 | 53 | 53 | 53 | 53 | 53 | 53 | 53 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.50 | 5.50 | 4.50 | 5.50 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 4 | 4 | 4 | 9 | 9 | 5 | 18 | 18 | 3 | 16 |
| g / C, Green / Cycle | 0.07 | 0.07 | 0.07 | 0.17 | 0.17 | 0.10 | 0.34 | 0.34 | 0.06 | 0.30 |
| (v / s)_i Volume / Saturation Flow Rate | 0.01 | 0.01 | 0.00 | 0.03 | 0.01 | 0.06 | 0.12 | 0.03 | 0.02 | 0.13 |
| s, saturation flow rate [veh/h] | 1781 | 1856 | 1589 | 3459 | 3560 | 3459 | 5094 | 1589 | 3459 | 5094 |
| c, Capacity [veh/h] | 132 | 138 | 118 | 580 | 597 | 341 | 1740 | 543 | 204 | 1539 |
| d1, Uniform Delay [s] | 22.95 | 22.95 | 22.85 | 18.97 | 18.64 | 22.97 | 13.06 | 11.92 | 23.97 | 14.91 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.28 | 0.04 | 0.28 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.13 | 0.12 | 0.05 | 0.05 | 0.02 | 0.65 | 0.31 | 0.20 | 0.33 | 0.51 |
| 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 | 0.11 | 0.10 | 0.04 | 0.18 | 0.07 | 0.61 | 0.35 | 0.10 | 0.32 | 0.44 |
| d, Delay for Lane Group [s/veh] | 23.08 | 23.07 | 22.90 | 19.02 | 18.66 | 23.62 | 13.37 | 12.12 | 24.30 | 15.42 |
| Lane Group LOS | C | C | C | B | B | C | B | B | C | B |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 0.16 | 0.16 | 0.06 | 0.50 | 0.21 | 1.17 | 1.60 | 0.40 | 0.37 | 1.98 |
| 50th-Percentile Queue Length [ft/ln] | 3.90 | 3.91 | 1.39 | 12.40 | 5.25 | 29.34 | 39.97 | 10.09 | 9.31 | 49.54 |
| 95th-Percentile Queue Length [veh/ln] | 0.28 | 0.28 | 0.10 | 0.89 | 0.38 | 2.11 | 2.88 | 0.73 | 0.67 | 3.57 |
| 95th-Percentile Queue Length [ft/ln] | 7.01 | 7.04 | 2.50 | 22.32 | 9.45 | 52.81 | 71.94 | 18.17 | 16.75 | 89.17 |

Movement, Approach, & Intersection Results

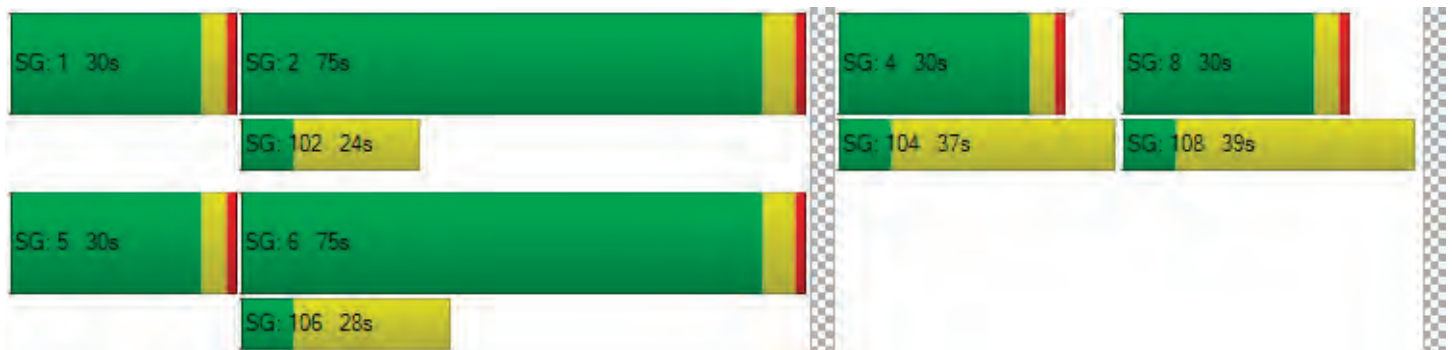
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 23.0 | 23.0 | 23.0 | 22.9 | 19.0 | 19.0 | 18.6 | 0.00 | 23.6 | 23.6 | 13.3 | 12.1 | 24.3 | 24.3 | 15.4 | 0.00 |
| Movement LOS | C | C | C | C | B | B | B | | C | C | B | B | C | C | B | |
| d_A, Approach Delay [s/veh] | 23.05 | | | | 18.91 | | | | 15.76 | | | | 16.21 | | | |
| Approach LOS | C | | | | B | | | | B | | | | B | | | |
| d_I, Intersection Delay [s/veh] | 16.34 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.329 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| 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] | 16.61 | 16.61 | 16.61 | 16.61 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.314 | 2.737 | 3.009 | 2.976 |
| Crosswalk LOS | B | B | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 963 | 963 | 2626 | 2626 |
| d_b, Bicycle Delay [s] | 7.11 | 7.11 | 2.59 | 2.59 |
| I_b,int, Bicycle LOS Score for Intersection | 1.593 | 1.600 | 1.939 | 1.963 |
| Bicycle LOS | A | A | A | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 11: Iron Pt/E Bidwell**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 67.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.877 |

Intersection Setup

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | Iron Pt | | | | |
|------------------------------|------------|-------|-------|------------|------|------|------|-----------|------|------|-----------|------|------|------|------|
| Approach | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Lane Configuration | \| \| \| |  |  | \| \| \| \| |  |  |  | \| \| \| |  |  | \| \| \| \| |  |  |  |  |
| Turning Movement | Left | Thru | Right | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 300.0 | 100.0 | 220.0 | 450. | 100. | 100. | 450. | 280. | 100. | 100. | 100. | 250. | 100. | 100. | 270. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 260. | 0.00 | 0.00 | 0.00 | 100 |
| Speed [mph] | 30.00 | | | 30.00 | | | | 30.00 | | | 30.00 | | | | |
| Grade [%] | 0.00 | | | 0.00 | | | | 0.00 | | | 0.00 | | | | |
| Curb Present | No | | | No | | | | No | | | No | | | | |
| Crosswalk | No | | | Yes | | | | Yes | | | Yes | | | | |

Volumes

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|-------|-------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 941 | 1269 | 719 | 5 | 259 | 104 | 97 | 5 | 233 | 280 | 483 | 0 | 597 | 369 | 245 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 719 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 275 | 0 | 0 | 0 | 245 |
| Total Hourly Volume [veh/h] | 941 | 1269 | 0 | 5 | 259 | 104 | 0 | 5 | 233 | 280 | 208 | 0 | 597 | 369 | 0 |
| Peak Hour Factor | 0.980 | 0.980 | 0.980 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 240 | 324 | 0 | 1 | 66 | 268 | 0 | 1 | 59 | 71 | 53 | 0 | 152 | 94 | 0 |
| Total Analysis Volume [veh/h] | 960 | 1295 | 0 | 5 | 264 | 107 | 0 | 5 | 238 | 286 | 212 | 0 | 609 | 377 | 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 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 216.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Protec | Permi | Unsig | Per | Prot | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 3 | 8 | 0 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 5 | 0 |
| Maximum Green [s] | 45 | 69 | 0 | 0 | 45 | 69 | 0 | 0 | 40 | 40 | 0 | 0 | 40 | 40 | 0 |
| Amber [s] | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 50 | 75 | 0 | 0 | 50 | 75 | 0 | 0 | 45 | 46 | 0 | 0 | 45 | 46 | 0 |
| Vehicle Extension [s] | 2.0 | 5.6 | 0.0 | 0.0 | 2.0 | 5.1 | 0.0 | 0.0 | 2.0 | 5.3 | 0.0 | 0.0 | 2.0 | 5.6 | 0.0 |
| Walk [s] | 0 | 30 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 29 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 176 | 176 | 176 | 176 | 176 | 176 | 176 | 176 | 176 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 3.30 | 2.50 | 3.30 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 |
| g_i, Effective Green Time [s] | 45 | 79 | 16 | 50 | 15 | 28 | 28 | 33 | 47 |
| g / C, Green / Cycle | 0.26 | 0.45 | 0.09 | 0.28 | 0.08 | 0.16 | 0.16 | 0.19 | 0.27 |
| (v / s)_i Volume / Saturation Flow Rate | 0.28 | 0.25 | 0.08 | 0.21 | 0.07 | 0.08 | 0.13 | 0.18 | 0.07 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 3459 | 5094 | 3459 | 3560 | 1589 | 3459 | 5094 |
| c, Capacity [veh/h] | 884 | 2274 | 316 | 1437 | 289 | 572 | 255 | 658 | 1362 |
| d1, Uniform Delay [s] | 65.50 | 36.15 | 78.81 | 57.42 | 79.51 | 67.41 | 71.53 | 70.04 | 51.01 |
| k, delay calibration | 0.05 | 0.31 | 0.04 | 0.24 | 0.04 | 0.27 | 0.29 | 0.04 | 0.31 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 41.11 | 0.66 | 2.55 | 1.75 | 2.56 | 1.68 | 16.33 | 2.55 | 0.32 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 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 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|-------|-------|--------|--------|
| X, volume / capacity | 1.09 | 0.57 | 0.85 | 0.74 | 0.84 | 0.50 | 0.83 | 0.93 | 0.28 |
| d, Delay for Lane Group [s/veh] | 106.61 | 36.81 | 81.35 | 59.17 | 82.07 | 69.08 | 87.87 | 72.59 | 51.32 |
| Lane Group LOS | F | D | F | E | F | E | F | E | D |
| Critical Lane Group | Yes | No | No | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 24.92 | 14.11 | 6.16 | 14.76 | 5.58 | 6.06 | 10.48 | 13.79 | 4.51 |
| 50th-Percentile Queue Length [ft/ln] | 623.05 | 352.69 | 154.12 | 369.10 | 139.4 | 151.4 | 262.0 | 344.66 | 112.64 |
| 95th-Percentile Queue Length [veh/ln] | 34.80 | 20.27 | 10.24 | 21.07 | 9.45 | 10.10 | 15.79 | 19.88 | 7.99 |
| 95th-Percentile Queue Length [ft/ln] | 870.00 | 506.69 | 255.92 | 526.63 | 236.2 | 252.4 | 394.8 | 496.90 | 199.67 |

Movement, Approach, & Intersection Results

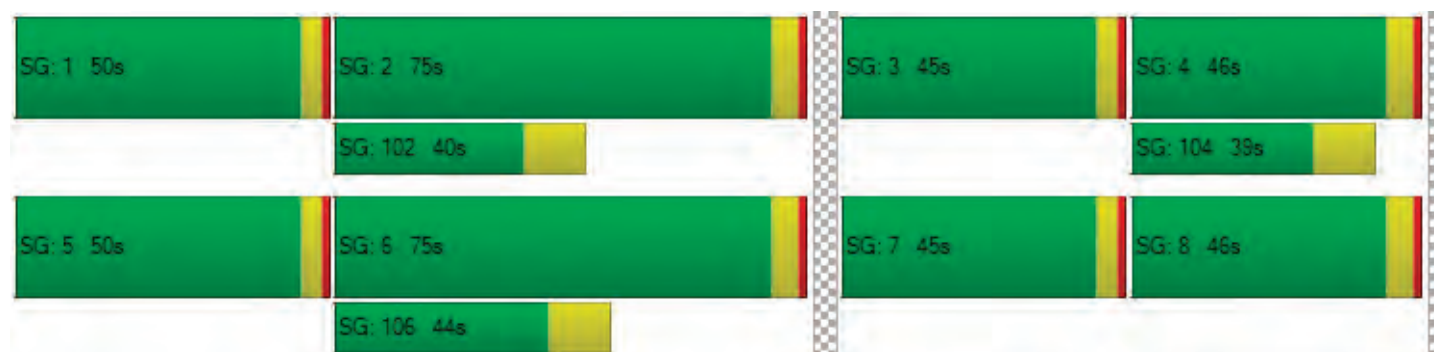
| | | | | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 106.6 | 36.81 | 0.00 | 81.3 | 81.3 | 59.1 | 0.00 | 82.0 | 82.0 | 69.0 | 87.8 | 72.5 | 72.5 | 51.3 | 0.00 |
| Movement LOS | F | D | | F | F | E | | F | F | E | F | E | E | D | |
| d_A, Approach Delay [s/veh] | 66.52 | | | 63.62 | | | 78.72 | | | 64.46 | | | | | |
| Approach LOS | E | | | E | | | E | | | E | | | | | |
| d_I, Intersection Delay [s/veh] | 67.11 | | | | | | | | | | | | | | |
| Intersection LOS | E | | | | | | | | | | | | | | |
| Intersection V/C | 0.877 | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 33.0 | 38.0 | 34.0 |
| 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 | 58.01 | 54.02 | 57.20 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.267 | 3.513 | 3.136 |
| Crosswalk LOS | F | C | D | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 793 | 793 | 463 | 463 |
| d_b, Bicycle Delay [s] | 32.03 | 32.03 | 51.92 | 51.92 |
| I_b,int, Bicycle LOS Score for Intersection | 2.800 | 2.151 | 2.201 | 1.767 |
| Bicycle LOS | C | B | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 12: E Bidwell/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 46.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.039 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | \| \| r |  | \| \| \| |  | r r r r | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 300.00 | 100.00 | 100.00 | 400.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | Yes | | Yes | |

Volumes

| Name | E Bidwell | | E Bidwell | | | |
|--|-----------|--------|-----------|--------|--------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1584 | 376 | 0 | 1142 | 168 | 1275 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1584 | 376 | 0 | 1142 | 168 | 1275 |
| Peak Hour Factor | 0.9800 | 0.9800 | 1.0000 | 0.9800 | 0.9800 | 0.9800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 404 | 96 | 0 | 291 | 43 | 325 |
| Total Analysis Volume [veh/h] | 1616 | 384 | 0 | 1165 | 171 | 1301 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 117 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 12 | 0 | 0 | 12 | 8 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 55 | 0 |
| Amber [s] | 4.8 | 0.0 | 0.0 | 4.8 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 61 | 0 |
| Vehicle Extension [s] | 4.0 | 0.0 | 0.0 | 4.0 | 3.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 19 | 0 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.8 | 0.0 | 0.0 | 3.8 | 3.1 | 0.0 |
| Minimum Recall | No | | | No | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | R | C | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 116 | 116 | 116 | 116 | 116 | 116 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.80 | 5.80 | 5.80 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.80 | 3.80 | 3.80 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 50 | 50 | 50 | 50 | 55 | 55 |
| g / C, Green / Cycle | 0.43 | 0.43 | 0.43 | 0.43 | 0.47 | 0.47 |
| (v / s)_i Volume / Saturation Flow Rate | 0.44 | 0.47 | 0.24 | 0.23 | 0.05 | 0.47 |
| s, saturation flow rate [veh/h] | 1855 | 1737 | 1577 | 5053 | 3431 | 2791 |
| c, Capacity [veh/h] | 800 | 749 | 680 | 2180 | 1628 | 1324 |
| d1, Uniform Delay [s] | 32.95 | 32.95 | 24.77 | 24.35 | 16.84 | 29.97 |
| k, delay calibration | 0.46 | 0.50 | 0.17 | 0.15 | 0.13 | 0.13 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 32.83 | 55.97 | 1.17 | 0.29 | 0.03 | 9.16 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|---------|--------|--------|-------|--------|
| X, volume / capacity | 1.01 | 1.08 | 0.56 | 0.53 | 0.11 | 0.98 |
| d, Delay for Lane Group [s/veh] | 65.78 | 88.92 | 25.93 | 24.64 | 16.87 | 39.14 |
| Lane Group LOS | F | F | C | C | B | D |
| Critical Lane Group | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 29.00 | 31.98 | 8.05 | 7.84 | 1.27 | 18.78 |
| 50th-Percentile Queue Length [ft/ln] | 725.07 | 799.46 | 201.22 | 196.05 | 31.76 | 469.62 |
| 95th-Percentile Queue Length [veh/ln] | 38.12 | 43.62 | 12.70 | 12.43 | 2.29 | 25.89 |
| 95th-Percentile Queue Length [ft/ln] | 952.99 | 1090.51 | 317.54 | 310.86 | 57.17 | 647.32 |

Movement, Approach, & Intersection Results

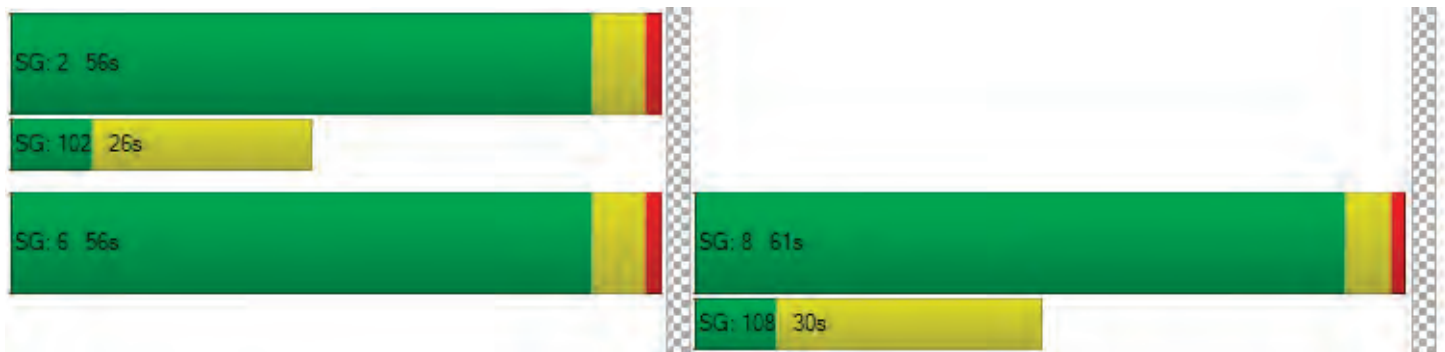
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 74.60 | 25.93 | 0.00 | 24.64 | 16.87 | 39.14 |
| Movement LOS | F | C | | C | B | D |
| d_A, Approach Delay [s/veh] | 67.48 | | 24.64 | | 36.55 | |
| Approach LOS | E | | C | | D | |
| d_I, Intersection Delay [s/veh] | 46.90 | | | | | |
| Intersection LOS | D | | | | | |
| Intersection V/C | 1.039 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 47.47 | 47.47 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.128 | 2.767 |
| Crosswalk LOS | F | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 866 | 866 | 965 |
| d_b, Bicycle Delay [s] | 18.62 | 18.62 | 15.53 |
| I_b,int, Bicycle LOS Score for Intersection | 3.210 | 2.200 | 1.560 |
| Bicycle LOS | C | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 13: E Bidwell/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 12.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.818 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑↑ | | ↑↓ | | ↔↔ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|--|-----------|--------|-----------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 0 | 1034 | 699 | 611 | 926 | 347 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1034 | 699 | 611 | 926 | 347 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 272 | 184 | 161 | 244 | 91 |
| Total Analysis Volume [veh/h] | 0 | 1088 | 736 | 643 | 975 | 365 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 0 | 2 | 6 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 0 | 8 | 6 | 0 | 8 | 0 |
| Maximum Green [s] | 0 | 50 | 50 | 0 | 50 | 0 |
| Amber [s] | 0.0 | 4.8 | 4.1 | 0.0 | 4.8 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 56 | 56 | 0 | 56 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.8 | 3.1 | 0.0 | 3.8 | 0.0 |
| Minimum Recall | | No | No | | No | |
| Maximum Recall | | No | No | | No | |
| Pedestrian Recall | | No | No | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | C | R | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 45 | 45 | 45 | 45 | 45 | 45 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.10 | 5.10 | 5.10 | 5.80 | 5.80 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.10 | 3.10 | 3.10 | 3.80 | 3.80 |
| g_i, Effective Green Time [s] | 17 | 18 | 18 | 18 | 17 | 17 |
| g / C, Green / Cycle | 0.38 | 0.39 | 0.39 | 0.39 | 0.37 | 0.37 |
| (v / s)_i Volume / Saturation Flow Rate | 0.31 | 0.25 | 0.29 | 0.30 | 0.29 | 0.24 |
| s, saturation flow rate [veh/h] | 3475 | 1825 | 1567 | 1551 | 3375 | 1551 |
| c, Capacity [veh/h] | 1309 | 715 | 614 | 608 | 1245 | 572 |
| d1, Uniform Delay [s] | 12.90 | 11.26 | 11.93 | 11.98 | 12.76 | 11.87 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.54 | 0.36 | 0.70 | 0.73 | 0.42 | 0.44 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|
| X, volume / capacity | 0.83 | 0.64 | 0.75 | 0.76 | 0.78 | 0.64 |
| d, Delay for Lane Group [s/veh] | 13.44 | 11.63 | 12.62 | 12.71 | 13.18 | 12.31 |
| Lane Group LOS | B | B | B | B | B | B |
| Critical Lane Group | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.05 | 3.02 | 3.24 | 3.25 | 3.56 | 2.50 |
| 50th-Percentile Queue Length [ft/ln] | 101.19 | 75.41 | 80.89 | 81.35 | 88.90 | 62.41 |
| 95th-Percentile Queue Length [veh/ln] | 7.29 | 5.43 | 5.82 | 5.86 | 6.40 | 4.49 |
| 95th-Percentile Queue Length [ft/ln] | 182.14 | 135.74 | 145.61 | 146.43 | 160.02 | 112.33 |

Movement, Approach, & Intersection Results

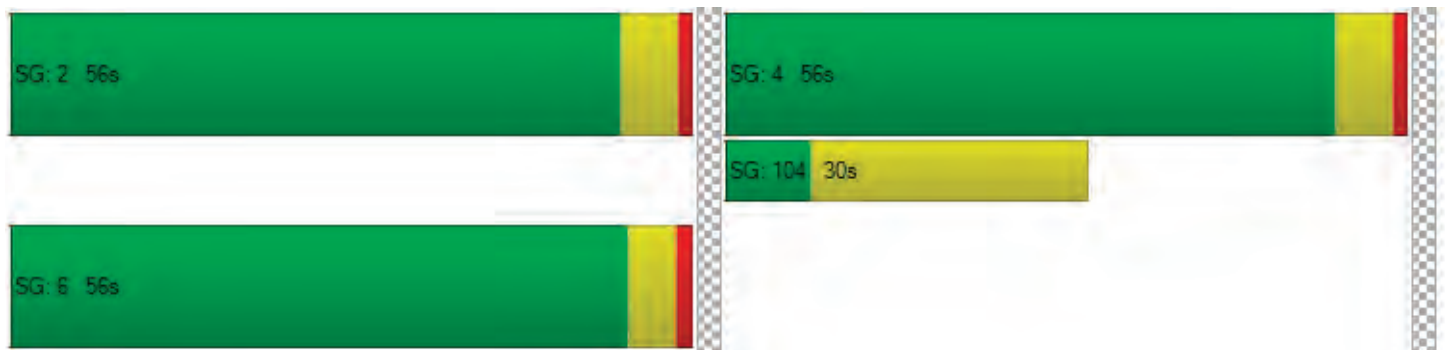
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 13.44 | 11.69 | 12.68 | 13.18 | 12.31 |
| Movement LOS | | B | B | B | B | B |
| d_A, Approach Delay [s/veh] | 13.44 | | 12.32 | | 12.94 | |
| Approach LOS | B | | B | | B | |
| d_I, Intersection Delay [s/veh] | | | 12.86 | | | |
| Intersection LOS | | | B | | | |
| Intersection V/C | | | 0.818 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 13.04 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.625 | 0.000 | 0.000 |
| Crosswalk LOS | B | F | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 2211 | 2242 | 2211 |
| d_b, Bicycle Delay [s] | 0.25 | 0.33 | 0.25 |
| I_b,int, Bicycle LOS Score for Intersection | 2.457 | 2.697 | 1.560 |
| Bicycle LOS | B | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 14: Lot 6 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.1
 Level Of Service: A
 Volume to Capacity (v/c): 0.006

Intersection Setup

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| | 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 Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 5 | 28 | 16 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 5 | 28 | 16 | 0 |
| Peak Hour Factor | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 0.920 | 0.920 | 0.920 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 4 | 0 |
| Total Analysis Volume [veh/h] | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 5 | 30 | 17 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.08 | 9.59 | 8.38 | 9.08 | 9.56 | 8.39 | 7.25 | 0.00 | 0.00 | 7.28 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.03 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 | 0.06 |
| 95th-Percentile Queue Length [ft/ln] | 0.78 | 0.78 | 0.78 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.42 | 1.42 | 1.42 |
| d_A, Approach Delay [s/veh] | 8.73 | | | 9.01 | | | 0.00 | | | 4.64 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.63 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Lot 1 access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| 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): | 0.098 |

Intersection Setup

| Name | | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|-----------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 79 | 0 | 12 | 3 | 12 | 0 | 0 | 50 | 50 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 79 | 0 | 12 | 3 | 12 | 0 | 0 | 50 | 50 |
| Peak Hour Factor | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 1.000 | 0.920 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 21 | 0 | 3 | 1 | 3 | 0 | 0 | 14 | 14 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 86 | 0 | 13 | 3 | 13 | 0 | 0 | 54 | 54 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.19 | 9.72 | 8.37 | 9.59 | 10.07 | 9.18 | 7.43 | 0.00 | 0.00 | 7.24 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.37 | 0.37 | 0.37 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 9.33 | 9.33 | 9.33 | 0.15 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.09 | | | 9.54 | | | 1.39 | | | 0.00 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.34 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 16: Oak Ave Pkwy/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|r |  |  | \|\|r | | | | | | r\|l\|l | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 100.0 | 400.0 | 100.0 | 400.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|--|--------------|-------|-------|--------------|-------|-------|----------|-------|-------|-----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 2.00 | 2.00 | 2.00 | 3.00 | 2.00 | 3.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | | | | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Unsig | Permi | Permi | Unsig | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | | | | No | | |
| Maximum Recall | | No | | | No | | | | | No | | |
| Pedestrian Recall | | No | | | No | | | | | No | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 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 | C | C | | L | R |
|---|------|------|--|------|------|
| C, Cycle Length [s] | 9 | 9 | | 9 | 9 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | | 4.50 | 4.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 0 | 0 | | 0 | 0 |
| g / C, Green / Cycle | 0.01 | 0.01 | | 0.01 | 0.01 |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | | 0.00 | 0.00 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | | 3431 | 2791 |
| c, Capacity [veh/h] | 73 | 73 | | 71 | 58 |
| d1, Uniform Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| k, delay calibration | 0.04 | 0.04 | | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | | 1.00 | 1.00 |

Lane Group Results

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

Movement, Approach, & Intersection Results

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

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | 9.0 | 9.0 | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.033 | 1.909 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 0 | 10984 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 4.60 | 92.77 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 4.132 | 1.560 |
| Bicycle LOS | A | A | D | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 17: Oak Ave Pkwy/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\|\| |  |  | \| \| \| \| \| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 400.0 | 100.0 | 400.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 2.00 | 5.00 | 5.00 | 5.00 | 2.00 | 5.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | No | | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | No | | | | | |
| Maximum Recall | | No | | | No | | No | | | | | |
| Pedestrian Recall | | No | | | No | | No | | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | C | R | C | R | L | R | |
| C, Cycle Length [s] | 9 | 9 | 9 | 9 | 9 | 9 | |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | |
| g_i, Effective Green Time [s] | 0 | 0 | 0 | 0 | 0 | 0 | |
| g / C, Green / Cycle | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| s, saturation flow rate [veh/h] | 3475 | 1551 | 3475 | 1551 | 3375 | 2746 | |
| c, Capacity [veh/h] | 72 | 32 | 72 | 32 | 70 | 57 | |
| d1, Uniform Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

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

Movement, Approach, & Intersection Results

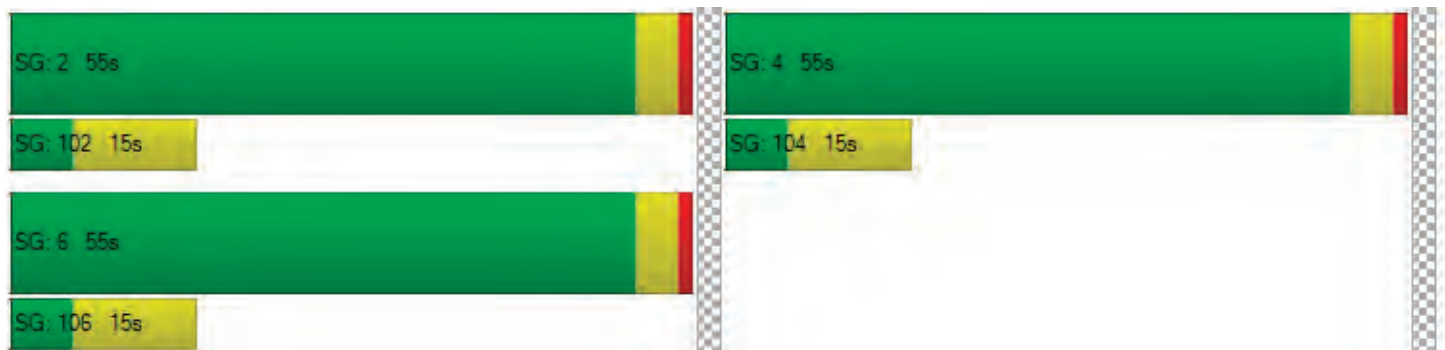
| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | A |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

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] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.909 | 1.033 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 10984 | 0 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 92.77 | 4.60 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 1.560 | 4.132 |
| Bicycle LOS | A | A | A | D |

Sequence

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



Signal Warrants Report For Intersection 7: Iron Pt/ W Kaiser access

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 | 744 | 1024 | 27 |
| 2 | 722 | 993 | 26 |
| 3 | 707 | 973 | 26 |
| 4 | 662 | 911 | 24 |
| 5 | 588 | 809 | 21 |
| 6 | 580 | 799 | 21 |
| 7 | 573 | 788 | 21 |
| 8 | 521 | 717 | 19 |
| 9 | 513 | 707 | 19 |
| 10 | 506 | 696 | 18 |
| 11 | 439 | 604 | 16 |
| 12 | 409 | 563 | 15 |
| 13 | 402 | 553 | 15 |
| 14 | 298 | 410 | 11 |
| 15 | 298 | 410 | 11 |
| 16 | 208 | 287 | 8 |
| 17 | 119 | 164 | 4 |
| 18 | 119 | 164 | 4 |
| 19 | 67 | 92 | 2 |
| 20 | 37 | 51 | 1 |
| 21 | 22 | 31 | 1 |
| 22 | 7 | 10 | 0 |
| 23 | 7 | 10 | 0 |
| 24 | 7 | 10 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 1768 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 1715 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1680 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1573 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1397 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1379 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1361 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1238 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1220 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1202 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1043 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 972 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 955 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 708 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 708 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 495 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 283 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 283 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 159 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 88 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 53 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 17 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 17 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 17 | 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) | 12.4 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:05 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 27 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 1795 |
| Number of Approaches on Intersection | 3 |
| Total Volume Condition Met | Yes |
| Warrant Met for Approach | No |
| Warrant Met for Intersection | No |

Signal Warrants Report For Intersection 9: Iron Pt/Safe Credit Union access

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 | 929 | 781 | 10 |
| 2 | 901 | 758 | 10 |
| 3 | 883 | 742 | 10 |
| 4 | 827 | 695 | 9 |
| 5 | 734 | 617 | 8 |
| 6 | 725 | 609 | 8 |
| 7 | 715 | 601 | 8 |
| 8 | 650 | 547 | 7 |
| 9 | 641 | 539 | 7 |
| 10 | 632 | 531 | 7 |
| 11 | 548 | 461 | 6 |
| 12 | 511 | 430 | 6 |
| 13 | 502 | 422 | 5 |
| 14 | 372 | 312 | 4 |
| 15 | 372 | 312 | 4 |
| 16 | 260 | 219 | 3 |
| 17 | 149 | 125 | 2 |
| 18 | 149 | 125 | 2 |
| 19 | 84 | 70 | 1 |
| 20 | 46 | 39 | 1 |
| 21 | 28 | 23 | 0 |
| 22 | 9 | 8 | 0 |
| 23 | 9 | 8 | 0 |
| 24 | 9 | 8 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 1710 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 1659 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1625 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1522 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1351 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1334 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1316 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1197 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1180 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1163 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1009 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 941 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 924 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 684 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 684 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 479 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 274 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 274 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 154 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 85 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 51 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 17 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 17 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 17 | 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) | 11.2 |
| 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 | 1720 |
| 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 14: Lot 6 access

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, N |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|---|---------------|---|
| | E | W | S | N |
| 1 | 44 | 9 | 10 | 0 |
| 2 | 43 | 9 | 10 | 0 |
| 3 | 42 | 9 | 10 | 0 |
| 4 | 39 | 8 | 9 | 0 |
| 5 | 35 | 7 | 8 | 0 |
| 6 | 34 | 7 | 8 | 0 |
| 7 | 34 | 7 | 8 | 0 |
| 8 | 31 | 6 | 7 | 0 |
| 9 | 30 | 6 | 7 | 0 |
| 10 | 30 | 6 | 7 | 0 |
| 11 | 26 | 5 | 6 | 0 |
| 12 | 24 | 5 | 6 | 0 |
| 13 | 24 | 5 | 5 | 0 |
| 14 | 18 | 4 | 4 | 0 |
| 15 | 18 | 4 | 4 | 0 |
| 16 | 12 | 3 | 3 | 0 |
| 17 | 7 | 1 | 2 | 0 |
| 18 | 7 | 1 | 2 | 0 |
| 19 | 4 | 1 | 1 | 0 |
| 20 | 2 | 0 | 1 | 0 |
| 21 | 1 | 0 | 0 | 0 |
| 22 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 |
| 24 | 0 | 0 | 0 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 53 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 52 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 51 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 47 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 42 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 41 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 41 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 37 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 36 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 36 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 31 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 29 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 29 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 22 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 22 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 15 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 8 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 8 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 5 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 2 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 1 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 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 | N |
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 8.7 | 9 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:01 | 0:00 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 10 | 0 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 63 | 63 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Signal Warrants Report For Intersection 15: Lot 1 access

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 | N, S |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|---|
| | E | W | N | S |
| 1 | 100 | 15 | 91 | 0 |
| 2 | 97 | 15 | 88 | 0 |
| 3 | 95 | 14 | 86 | 0 |
| 4 | 89 | 13 | 81 | 0 |
| 5 | 79 | 12 | 72 | 0 |
| 6 | 78 | 12 | 71 | 0 |
| 7 | 77 | 12 | 70 | 0 |
| 8 | 70 | 11 | 64 | 0 |
| 9 | 69 | 10 | 63 | 0 |
| 10 | 68 | 10 | 62 | 0 |
| 11 | 59 | 9 | 54 | 0 |
| 12 | 55 | 8 | 50 | 0 |
| 13 | 54 | 8 | 49 | 0 |
| 14 | 40 | 6 | 36 | 0 |
| 15 | 40 | 6 | 36 | 0 |
| 16 | 28 | 4 | 25 | 0 |
| 17 | 16 | 2 | 15 | 0 |
| 18 | 16 | 2 | 15 | 0 |
| 19 | 9 | 1 | 8 | 0 |
| 20 | 5 | 1 | 5 | 0 |
| 21 | 3 | 0 | 3 | 0 |
| 22 | 1 | 0 | 1 | 0 |
| 23 | 1 | 0 | 1 | 0 |
| 24 | 1 | 0 | 1 | 0 |

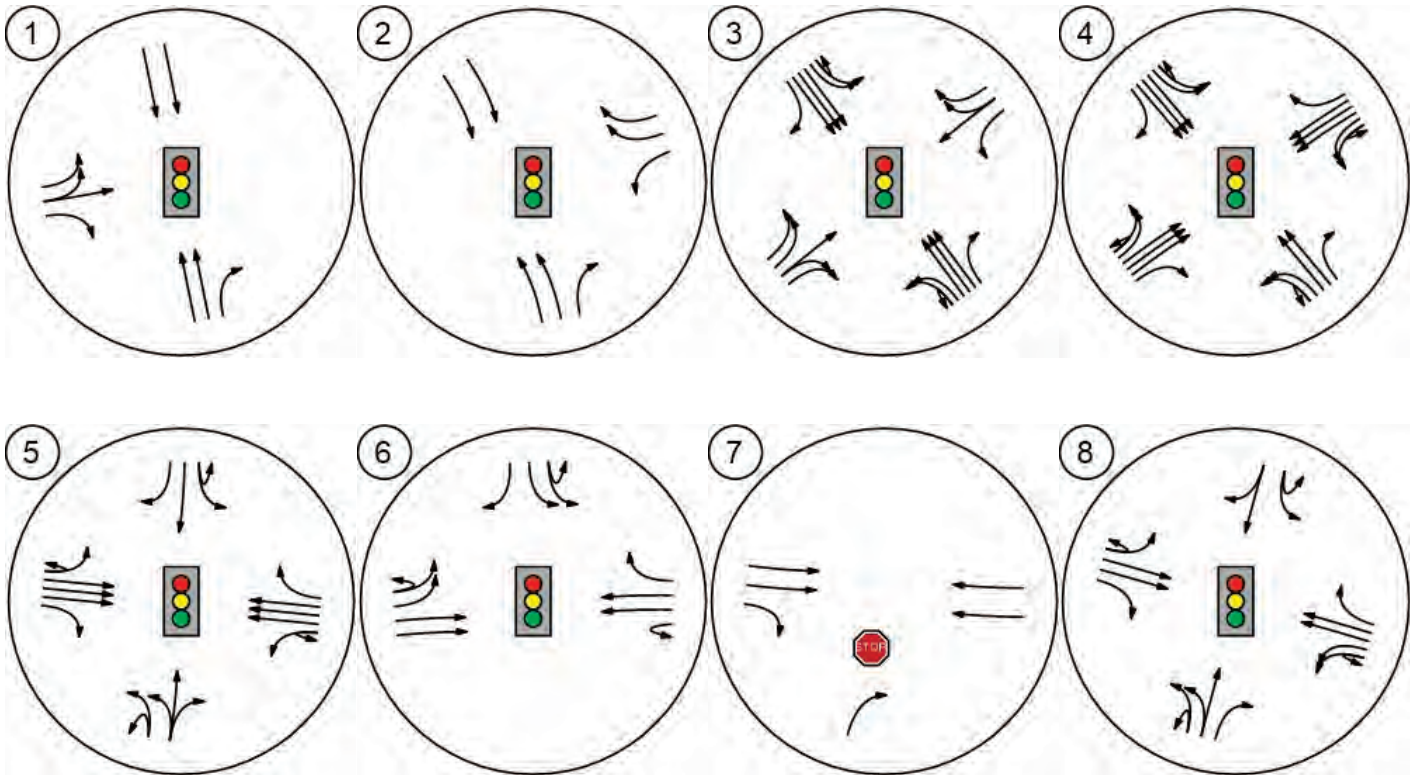
Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | Warrant 1 Condition A | | | | Warrant 1 Condition B | | | | Warrant 2 | Warrant 3 |
|-----------|---------------|--------|--------------|--------|-----------------------|-----|-----|-----|-----------------------|-----|-----|-----|-----------|-------------|
| | Number | Volume | Number | Volume | 100% | 80% | 70% | 56% | 100% | 80% | 70% | 56% | | Condition B |
| 1 | 1 | 115 | 1 | 91 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 112 | 1 | 88 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 109 | 1 | 86 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 102 | 1 | 81 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 91 | 1 | 72 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 90 | 1 | 71 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 89 | 1 | 70 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 81 | 1 | 64 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 79 | 1 | 63 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 78 | 1 | 62 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 68 | 1 | 54 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 63 | 1 | 50 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 62 | 1 | 49 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 46 | 1 | 36 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 46 | 1 | 36 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 32 | 1 | 25 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 18 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 18 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 10 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 6 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 3 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| Hours Met | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

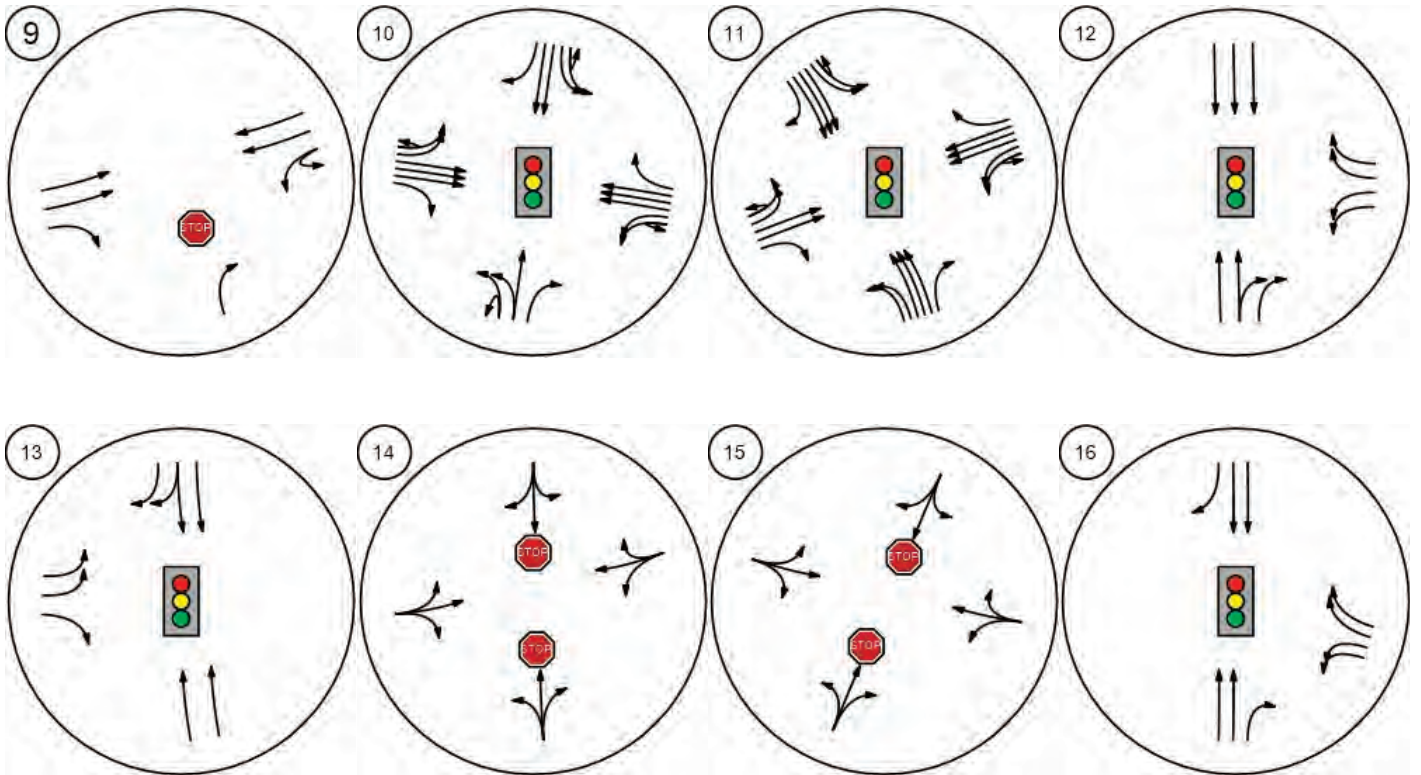
Warrant 3 Condition A

| Orientation | N | S |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 9.5 | 9.1 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:14 | 0:00 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 91 | 0 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 206 | 206 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

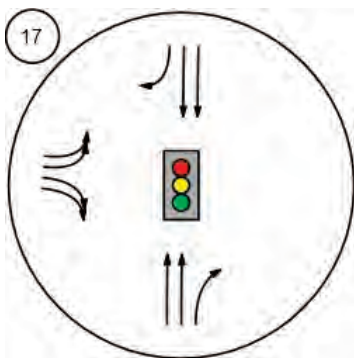
Lane Configuration and Traffic Control



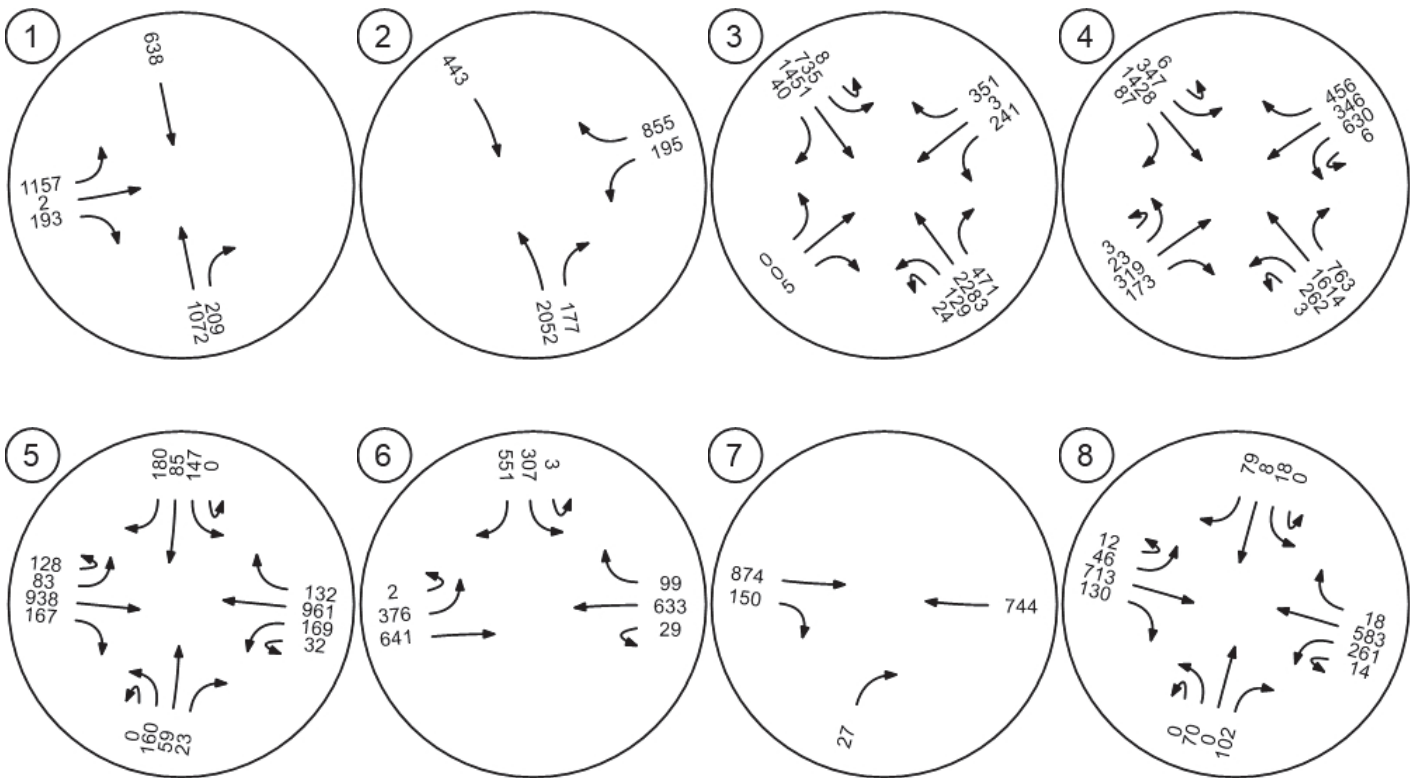
Lane Configuration and Traffic Control



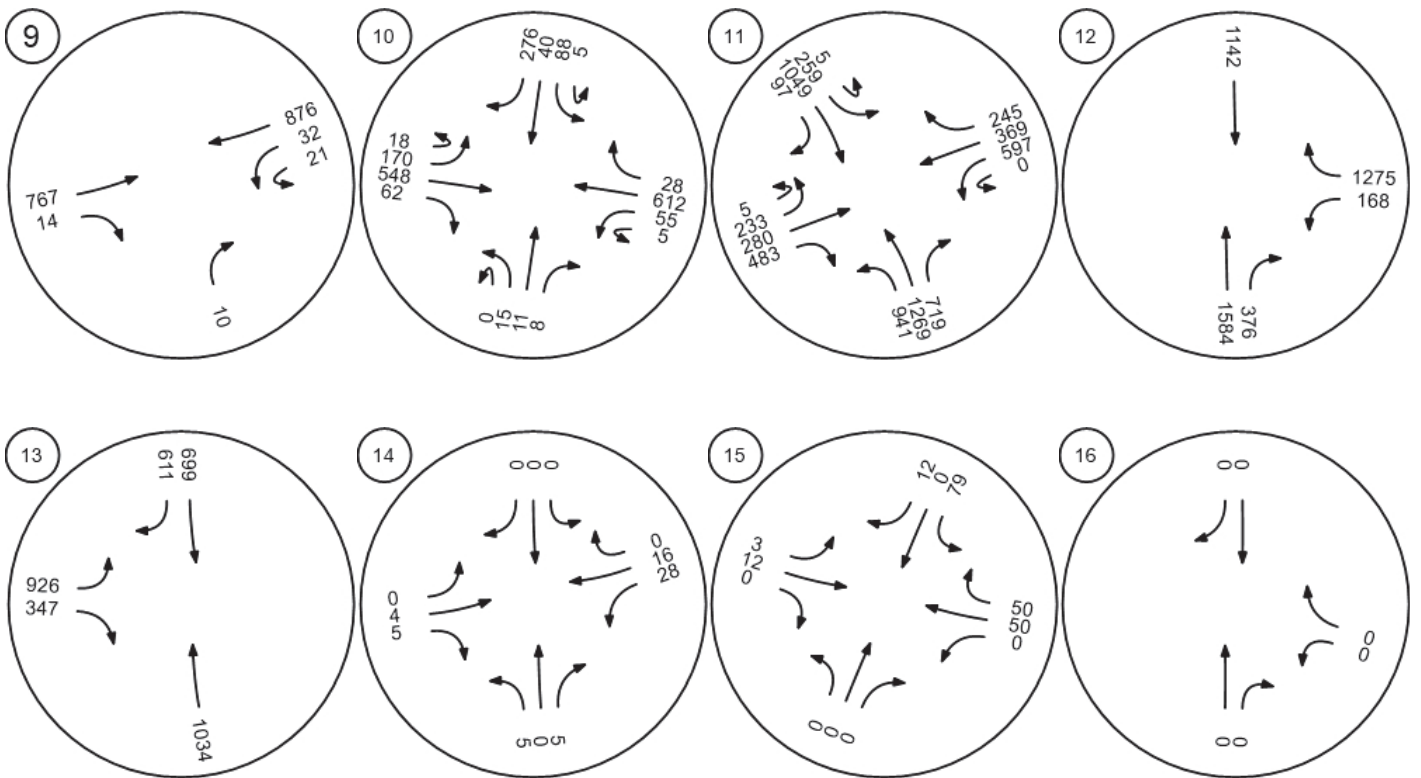
Lane Configuration and Traffic Control



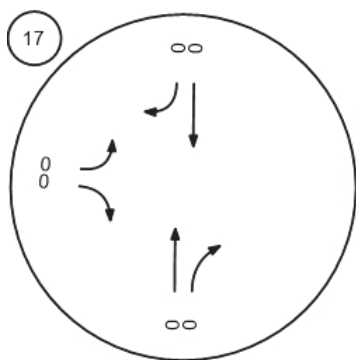
Traffic Volume - Base Volume



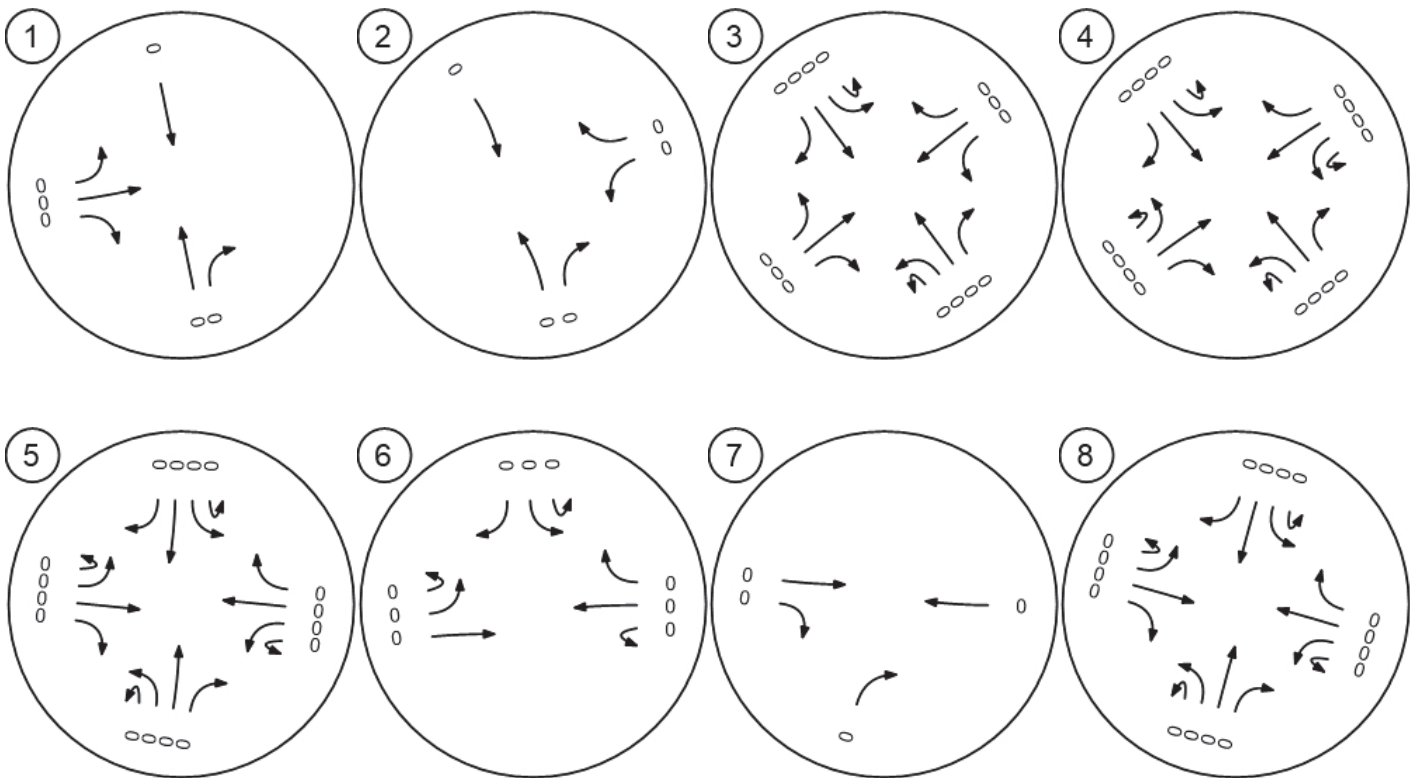
Traffic Volume - Base Volume



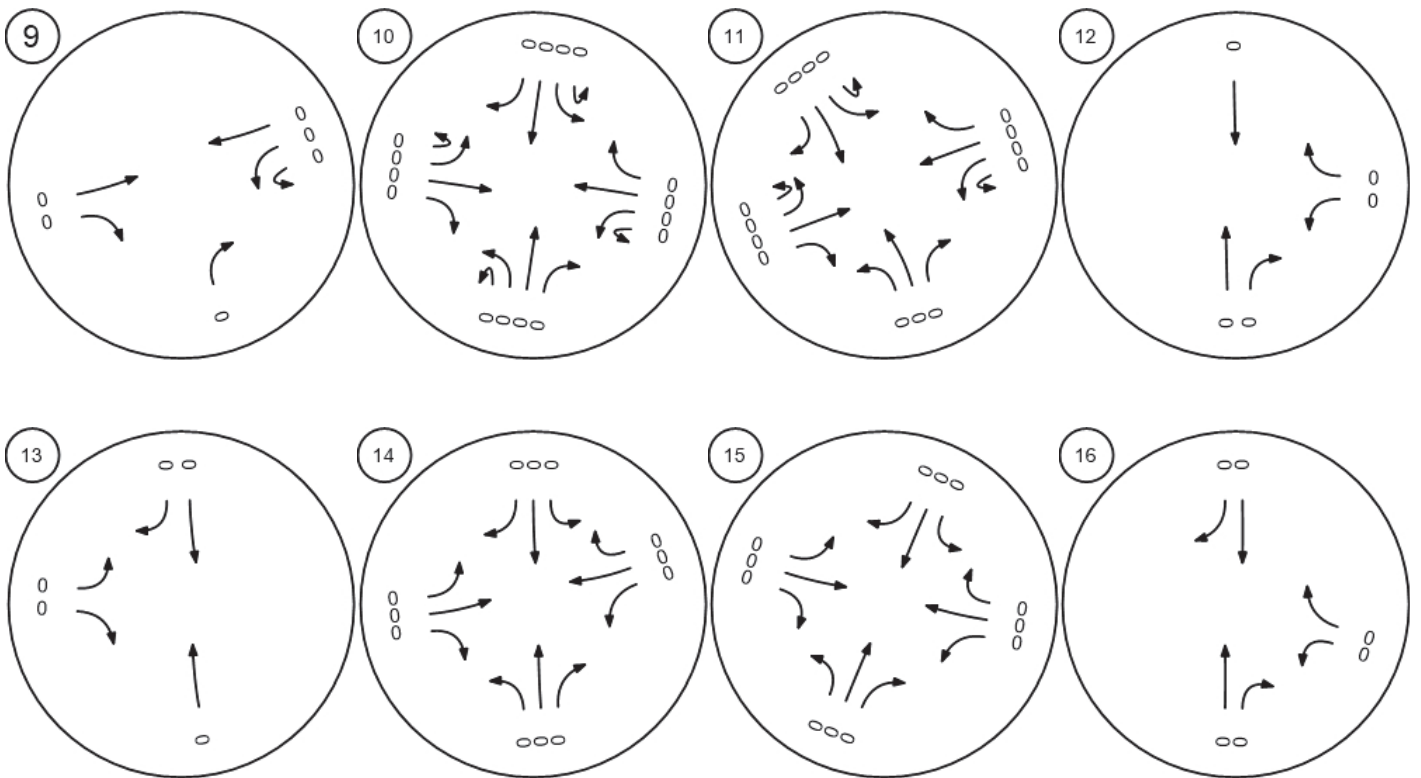
Traffic Volume - Base Volume



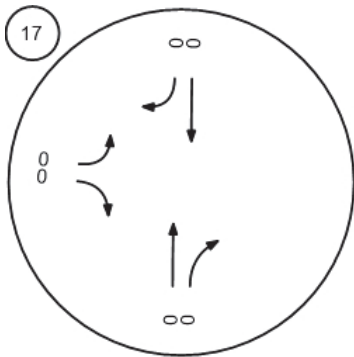
Traffic Volume - Net New Site Trips



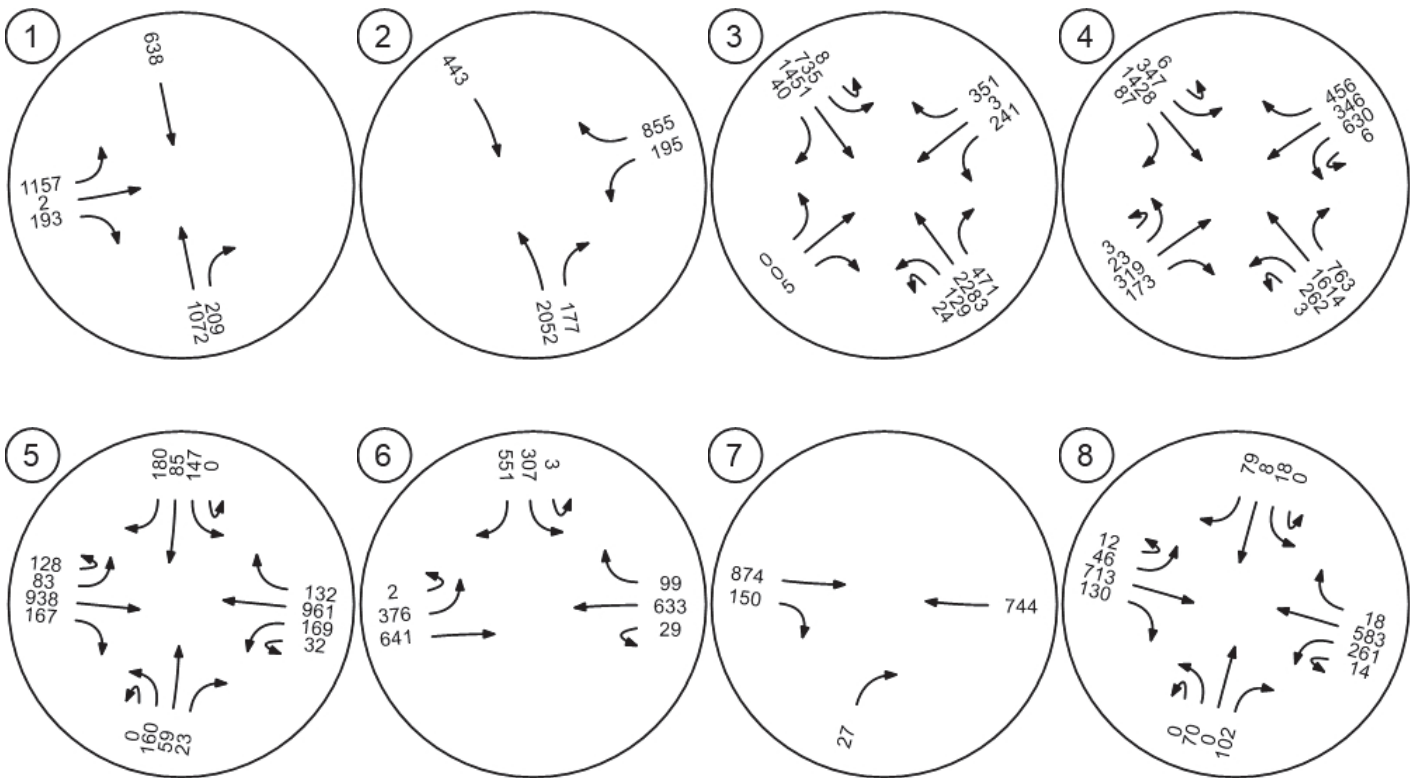
Traffic Volume - Net New Site Trips



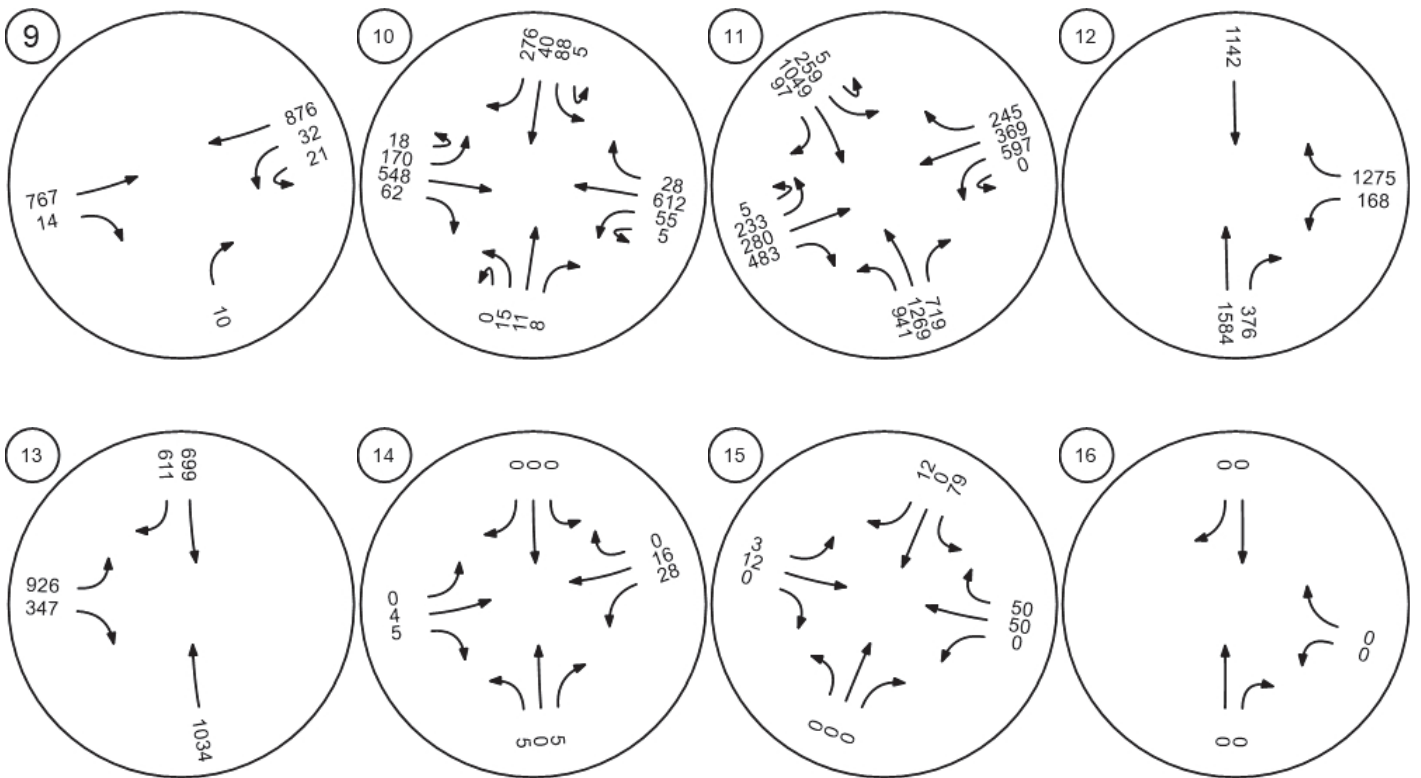
Traffic Volume - Net New Site Trips



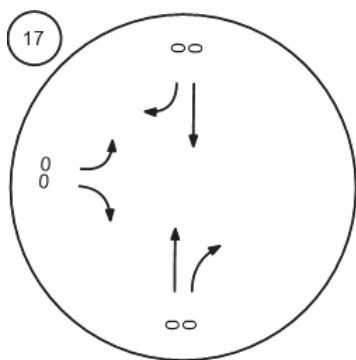
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 123.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.064 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 262 | 161 | 763 | 6 | 347 | 142 | 87 | 3 | 23 | 319 | 173 | 6 | 630 | 346 | 456 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 3 | 8 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 262 | 161 | 766 | 6 | 350 | 142 | 87 | 3 | 23 | 320 | 173 | 6 | 642 | 349 | 464 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 79 | 486 | 231 | 2 | 105 | 430 | 26 | 1 | 7 | 96 | 52 | 2 | 193 | 105 | 140 |
| Total Analysis Volume [veh/h] | 4 | 316 | 194 | 923 | 7 | 422 | 172 | 105 | 4 | 28 | 386 | 208 | 7 | 773 | 420 | 559 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 2 | | | | 7 | | | | 42 | | | | 3 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 42 | | | | 3 | | | | 2 | | | | 7 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 5 | | | | 40 | | | | 4 | | | | 14 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 14 | | | | 4 | | | | 40 | | | | 5 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 33 | 0 | 0 | 36 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 39 | 0 | 0 | 41 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 4.0 | 0.0 | 0.0 | 2.0 | 4.0 | 0.0 | 0.0 | 2.0 | 4.0 | 0.0 | 0.0 | 2.0 | 4.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|--------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 185 | 185 | 185 | 185 | 185 | 185 | 185 | 185 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 19 | 74 | 25 | 79 | 3 | 30 | 36 | 63 |
| g / C, Green / Cycle | 0.10 | 0.40 | 0.13 | 0.43 | 0.02 | 0.16 | 0.20 | 0.34 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.55 | 0.12 | 0.34 | 0.01 | 0.08 | 0.23 | 0.08 |
| s, saturation flow rate [veh/h] | 3459 | 3560 | 3459 | 5094 | 3459 | 5094 | 3459 | 5094 |
| c, Capacity [veh/h] | 361 | 1420 | 463 | 2170 | 59 | 824 | 682 | 1741 |
| d1, Uniform Delay [s] | 81.78 | 55.60 | 79.19 | 46.02 | 90.18 | 70.33 | 74.25 | 43.67 |
| k, delay calibration | 0.04 | 0.50 | 0.04 | 0.50 | 0.04 | 0.15 | 0.07 | 0.15 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.98 | 170.78 | 3.52 | 3.07 | 2.82 | 0.59 | 67.32 | 0.10 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|---------|--------|--------|-------|--------|--------|--------|
| X, volume / capacity | 0.89 | 1.37 | 0.93 | 0.79 | 0.54 | 0.47 | 1.14 | 0.24 |
| d, Delay for Lane Group [s/veh] | 84.76 | 226.38 | 82.72 | 49.09 | 93.00 | 70.92 | 141.56 | 43.77 |
| Lane Group LOS | F | F | F | D | F | E | F | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 7.76 | 66.78 | 10.42 | 23.65 | 0.79 | 5.64 | 22.69 | 4.73 |
| 50th-Percentile Queue Length [ft/ln] | 193.93 | 1669.38 | 260.45 | 591.26 | 19.82 | 141.03 | 567.14 | 118.34 |
| 95th-Percentile Queue Length [veh/ln] | 12.32 | 97.58 | 15.71 | 31.63 | 1.43 | 9.54 | 32.73 | 8.30 |
| 95th-Percentile Queue Length [ft/ln] | 308.12 | 2439.41 | 392.78 | 790.65 | 35.67 | 238.41 | 818.25 | 207.54 |

Movement, Approach, & Intersection Results

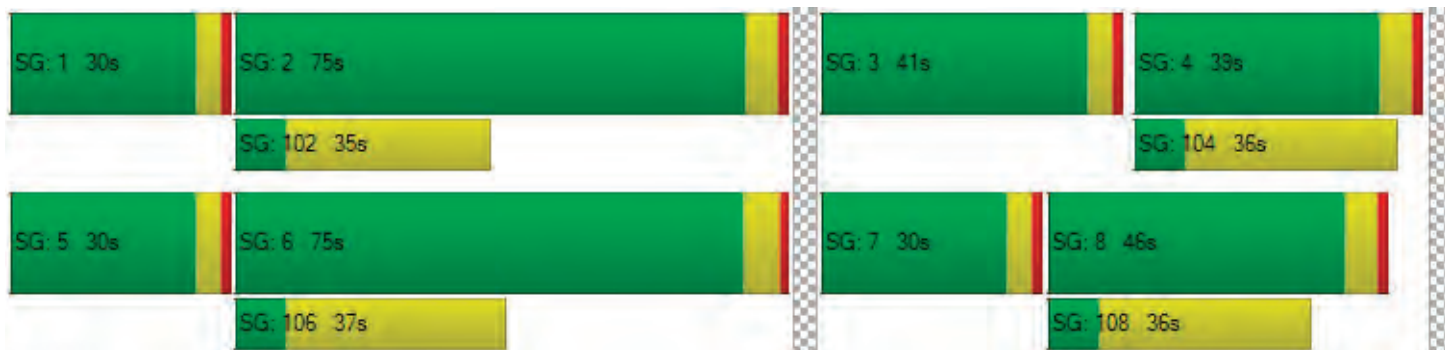
| | | | | | | | | | | | | | | | | |
|---------------------------------|--------|------|------|------|-------|------|------|------|-------|------|------|------|--------|------|------|------|
| d_M, Delay for Movement [s/veh] | 84.7 | 84.7 | 226. | 0.00 | 82.7 | 82.7 | 49.0 | 0.00 | 93.0 | 93.0 | 70.9 | 0.00 | 141. | 141. | 43.7 | 0.00 |
| Movement LOS | F | F | F | | F | F | D | | F | F | E | | F | F | D | |
| d_A, Approach Delay [s/veh] | 206.37 | | | | 55.80 | | | | 72.61 | | | | 107.34 | | | |
| Approach LOS | F | | | | E | | | | E | | | | F | | | |
| d_I, Intersection Delay [s/veh] | 123.76 | | | | | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | | | | | |
| Intersection V/C | 1.064 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 122.02 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 81.82 | 81.82 | 81.82 | 81.82 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.399 | 3.330 | 3.113 | 3.196 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 751 | 746 | 362 | 438 |
| d_b, Bicycle Delay [s] | 36.05 | 36.37 | 62.03 | 56.43 |
| I_b,int, Bicycle LOS Score for Intersection | 3.425 | 2.509 | 1.774 | 1.794 |
| Bicycle LOS | C | B | A | A |

Sequence

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



Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 4 2026 PM

Report File: Z:\...\2026 PM No Proj Vistro Report.pdf

12/4/2021

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|-------------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Prairie City/US 50 EB | Signalized | HCM 6th Edition | EB Left | 0.852 | 10.5 | B |
| 2 | Prairie City/US 50 WB | Signalized | HCM 6th Edition | WB Right | 0.900 | 10.2 | B |
| 3 | Prairie City/American Aggregates Rd | Signalized | HCM 6th Edition | NB U-T | 0.730 | 30.8 | C |
| 4 | Prairie City/Iron Point | Signalized | HCM 6th Edition | SB Left | 0.867 | 72.4 | E |
| 5 | Iron Point/Grover | Signalized | HCM 6th Edition | EB Left | 0.639 | 43.4 | D |
| 6 | Iron Pt/Oak Ave Pkwy | Signalized | HCM 6th Edition | EB Left | 0.514 | 40.4 | D |
| 7 | Iron Pt/ W Kaiser access | Two-way stop | HCM 6th Edition | NB Right | 0.094 | 13.7 | B |
| 8 | Iron Pt/Rowberry | Signalized | HCM 6th Edition | EB Left | 0.533 | 14.3 | B |
| 9 | Iron Pt/Safe Credit Union access | Two-way stop | HCM 6th Edition | WB U-T | 0.063 | 27.0 | D |
| 10 | Iron Pt/Broadstone | Signalized | HCM 6th Edition | WB U-T | 0.427 | 20.5 | C |
| 11 | Iron Pt/E Bidwell | Signalized | HCM 6th Edition | WB Left | 1.190 | 143.4 | F |
| 12 | E Bidwell/WB 50 | Signalized | HCM 6th Edition | NB Thru | 1.083 | 53.5 | D |
| 13 | E Bidwell/EB 50 | Signalized | HCM 6th Edition | SB Right | 0.924 | 25.4 | C |
| 14 | Lot 6 access | Two-way stop | HCM 6th Edition | NB Left | 0.013 | 8.8 | A |
| 15 | Lot 1 access | Two-way stop | HCM 6th Edition | SB Thru | 0.084 | 9.8 | A |
| 16 | Oak Ave Pkwy/WB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | A |
| 17 | Oak Ave Pkwy/EB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | 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: Prairie City/US 50 EB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 10.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.852 |

Intersection Setup

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\| |  |  | \| \| \| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 50.00 | 100.0 | 100.0 | 100.0 | 470.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 742 | 210 | 0 | 1002 | 0 | 958 | 3 | 144 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 34 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 742 | 176 | 0 | 1002 | 0 | 958 | 3 | 109 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.950 | 0.950 | 1.000 | 0.950 | 1.000 | 0.950 | 0.950 | 0.950 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 195 | 46 | 0 | 264 | 0 | 252 | 1 | 29 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 781 | 185 | 0 | 1055 | 0 | 1008 | 3 | 115 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 65 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Split | Split | Split | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | Yes | | | Yes | | | No | | | | |
| Maximum Recall | | No | | | No | | | No | | | | |
| Pedestrian Recall | | No | | | No | | | No | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | C | R | C | L | C | R | |
|---|------|------|-------|-------|-------|------|--|
| C, Cycle Length [s] | 37 | 37 | 37 | 37 | 37 | 37 | |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | |
| g_i, Effective Green Time [s] | 14 | 14 | 14 | 13 | 13 | 13 | |
| g / C, Green / Cycle | 0.37 | 0.37 | 0.37 | 0.36 | 0.36 | 0.36 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.22 | 0.12 | 0.29 | 0.28 | 0.28 | 0.07 | |
| s, saturation flow rate [veh/h] | 3589 | 1602 | 3589 | 1795 | 1796 | 1602 | |
| c, Capacity [veh/h] | 1326 | 592 | 1326 | 639 | 639 | 570 | |
| d1, Uniform Delay [s] | 9.44 | 8.35 | 10.46 | 10.72 | 10.72 | 8.30 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.16 | 0.11 | 0.42 | 0.85 | 0.85 | 0.06 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

| | | | | | | | |
|---------------------------------------|-------|-------|--------|-------|-------|-------|--|
| X, volume / capacity | 0.59 | 0.31 | 0.80 | 0.79 | 0.79 | 0.20 | |
| d, Delay for Lane Group [s/veh] | 9.59 | 8.46 | 10.88 | 11.57 | 11.57 | 8.36 | |
| Lane Group LOS | A | A | B | B | B | A | |
| Critical Lane Group | No | No | Yes | Yes | No | No | |
| 50th-Percentile Queue Length [veh/ln] | 1.83 | 0.77 | 2.77 | 2.78 | 2.78 | 0.47 | |
| 50th-Percentile Queue Length [ft/ln] | 45.64 | 19.28 | 69.19 | 69.55 | 69.54 | 11.84 | |
| 95th-Percentile Queue Length [veh/ln] | 3.29 | 1.39 | 4.98 | 5.01 | 5.01 | 0.85 | |
| 95th-Percentile Queue Length [ft/ln] | 82.16 | 34.71 | 124.54 | 125.1 | 125.1 | 21.31 | |

Movement, Approach, & Intersection Results

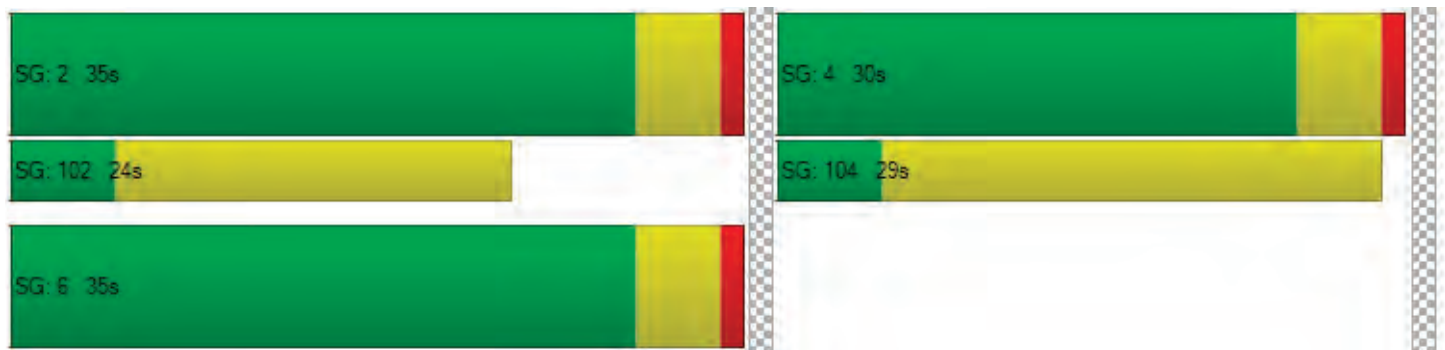
| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|-------|-------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 9.59 | 8.46 | 0.00 | 10.88 | 0.00 | 11.57 | 11.57 | 8.36 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | B | | B | B | A | | | |
| d_A, Approach Delay [s/veh] | | 9.38 | | | 10.88 | | 11.24 | | | 0.00 | | |
| Approach LOS | | A | | | B | | B | | | A | | |
| d_I, Intersection Delay [s/veh] | 10.55 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.852 | | | | | | | | | | | |

Other Modes

| | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | 0.0 | | 0.0 | | 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] | | 10.59 | | 0.00 | | 0.00 | | 10.59 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.730 | | 0.000 | | 0.000 | | 1.592 |
| Crosswalk LOS | | B | | F | | F | | 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] | | 1617 | | 1617 | | 1346 | | 0 |
| d_b, Bicycle Delay [s] | | 0.68 | | 0.68 | | 1.98 | | 18.50 |
| I_b,int, Bicycle LOS Score for Intersection | | 2.385 | | 2.430 | | 3.475 | | 4.132 |
| Bicycle LOS | | B | | B | | C | | D |

Sequence

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



**Intersection Level Of Service Report
Intersection 2: Prairie City/US 50 WB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 10.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.900 |

Intersection Setup

| Name | Prairie City | | Prairie City | | WB 50 off | |
|------------------------------|--------------|--------|--------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↑↑↗ | | ↑↑ | | ↖↖↖ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 400.00 | 100.00 | 100.00 | 600.00 | 600.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Prairie City | | Prairie City | | WB 50 off | |
|--|--------------|--------|--------------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1529 | 171 | 0 | 785 | 217 | 528 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 106 |
| Total Hourly Volume [veh/h] | 1529 | 171 | 0 | 785 | 217 | 422 |
| Peak Hour Factor | 0.8800 | 0.9400 | 1.0000 | 0.8800 | 0.9400 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 434 | 45 | 0 | 223 | 58 | 120 |
| Total Analysis Volume [veh/h] | 1738 | 182 | 0 | 892 | 231 | 480 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Unsignalized | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|--------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 6 | 0 | 0 | 6 | 6 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 50 | 0 |
| Amber [s] | 4.1 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 56 | 0 |
| Vehicle Extension [s] | 1.5 | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 20 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.1 | 0.0 | 0.0 | 3.1 | 3.1 | 0.0 |
| Minimum Recall | Yes | | | Yes | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | L | R |
|---|------|------|-------|-------|
| C, Cycle Length [s] | 46 | 46 | 46 | 46 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 25 | 25 | 10 | 10 |
| g / C, Green / Cycle | 0.55 | 0.55 | 0.22 | 0.22 |
| (v / s)_i Volume / Saturation Flow Rate | 0.49 | 0.25 | 0.13 | 0.17 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 1795 | 2791 |
| c, Capacity [veh/h] | 1961 | 1961 | 399 | 620 |
| d1, Uniform Delay [s] | 8.92 | 6.06 | 15.91 | 16.74 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.57 | 0.06 | 0.50 | 0.79 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | |
|---------------------------------------|--------|-------|-------|-------|
| X, volume / capacity | 0.89 | 0.45 | 0.58 | 0.77 |
| d, Delay for Lane Group [s/veh] | 9.49 | 6.12 | 16.41 | 17.53 |
| Lane Group LOS | A | A | B | B |
| Critical Lane Group | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 4.89 | 1.67 | 1.91 | 2.10 |
| 50th-Percentile Queue Length [ft/ln] | 122.21 | 41.70 | 47.74 | 52.40 |
| 95th-Percentile Queue Length [veh/ln] | 8.51 | 3.00 | 3.44 | 3.77 |
| 95th-Percentile Queue Length [ft/ln] | 212.86 | 75.05 | 85.94 | 94.32 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|------|------|------|-------|-------|
| d_M, Delay for Movement [s/veh] | 9.49 | 0.00 | 0.00 | 6.12 | 16.41 | 17.53 |
| Movement LOS | A | | | A | B | B |
| d_A, Approach Delay [s/veh] | 9.49 | | 6.12 | | 17.17 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 10.22 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.900 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 13.18 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 2.442 |
| Crosswalk LOS | F | F | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 2227 | 2227 | 2227 |
| d_b, Bicycle Delay [s] | 0.29 | 0.29 | 0.29 |
| I_b,int, Bicycle LOS Score for Intersection | 2.993 | 2.296 | 1.560 |
| Bicycle LOS | C | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 3: Prairie City/American Aggregates Rd**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 30.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.730 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100 | 100 | 100 | 100 | 400 | 100 | 100 | 100 | 100.0 | 100.0 | 100.0 | 130.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | | No | | | | No | | | No | | |
| Crosswalk | No | | | | Yes | | | | Yes | | | Yes | | |

Volumes

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|--|--------------|------|------|------|--------------|------|------|------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 46 | 9 | 187 | 124 | 5 | 141 | 173 | 2 | 15 | 2 | 51 | 235 | 0 | 224 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 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 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 65 |
| Total Hourly Volume [veh/h] | 46 | 9 | 187 | 97 | 5 | 141 | 173 | 2 | 15 | 2 | 0 | 235 | 0 | 159 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.78 | 0.78 | 0.81 | 0.78 | 0.780 | 0.780 | 0.810 | 0.810 | 0.780 | 0.780 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 14 | 3 | 580 | 30 | 2 | 45 | 536 | 1 | 5 | 1 | 0 | 73 | 0 | 51 |
| Total Analysis Volume [veh/h] | 57 | 11 | 231 | 120 | 6 | 181 | 214 | 3 | 19 | 3 | 0 | 290 | 0 | 204 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | 51 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 51 | | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 2 | | | | 0 | | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | 2 | | |
| 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] | 165 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Per | Per | Prot | Per | Per | Split | Split | Split | Split | Split | Split |
|------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 0 | 3 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 0 |
| Maximum Green [s] | 0 | 30 | 50 | 0 | 0 | 50 | 50 | 0 | 30 | 24 | 0 | 0 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 3.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 56 | 0 | 0 | 55 | 56 | 0 | 0 | 29 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 2.0 | 5.0 | 0.0 | 3.0 | 2.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 18 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 2.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | | | No | |
| Maximum Recall | | No | No | | | No | No | | | No | | | No | |
| Pedestrian Recall | | 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 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| C, Cycle Length [s] | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.00 | 6.00 | 4.50 | 6.00 | 6.00 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.00 | 4.00 | 2.50 | 4.00 | 4.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 5 | 97 | 97 | 11 | 103 | 103 | 3 | 3 | 3 | 34 | 34 | 34 |
| g / C, Green / Cycle | 0.03 | 0.59 | 0.59 | 0.07 | 0.62 | 0.62 | 0.02 | 0.02 | 0.02 | 0.21 | 0.21 | 0.21 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02 | 0.46 | 0.08 | 0.05 | 0.42 | 0.00 | 0.01 | 0.00 | 0.00 | 0.16 | 0.07 | 0.07 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 1588 | 3486 | 5094 | 1602 | 3486 | 1885 | 1589 | 1781 | 1484 | 1484 |
| c, Capacity [veh/h] | 107 | 2993 | 933 | 235 | 3179 | 1000 | 68 | 37 | 31 | 369 | 308 | 308 |
| d1, Uniform Delay [s] | 79.04 | 25.75 | 15.18 | 75.84 | 20.13 | 11.68 | 79.76 | 79.46 | 0.00 | 61.95 | 55.69 | 55.38 |
| k, delay calibration | 0.04 | 0.50 | 0.50 | 0.04 | 0.50 | 0.50 | 0.04 | 0.04 | 0.04 | 0.15 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.30 | 2.03 | 0.28 | 2.33 | 1.16 | 0.01 | 0.82 | 0.35 | 0.00 | 5.25 | 0.23 | 0.23 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| X, volume / capacity | 0.63 | 0.77 | 0.13 | 0.80 | 0.67 | 0.00 | 0.28 | 0.08 | 0.00 | 0.79 | 0.33 | 0.33 |
| d, Delay for Lane Group [s/veh] | 81.34 | 27.78 | 15.46 | 78.17 | 21.29 | 11.69 | 80.58 | 79.80 | 0.00 | 67.20 | 55.92 | 55.62 |
| Lane Group LOS | F | C | B | E | C | B | F | E | A | E | E | E |
| Critical Lane Group | No | Yes | No | Yes | No | No | Yes | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 1.47 | 23.27 | 2.15 | 4.02 | 18.02 | 0.04 | 0.41 | 0.13 | 0.00 | 12.13 | 3.68 | 3.66 |
| 50th-Percentile Queue Length [ft/ln] | 36.87 | 581.6 | 53.76 | 100.3 | 450.4 | 1.11 | 10.24 | 3.25 | 0.00 | 303.2 | 92.11 | 91.61 |
| 95th-Percentile Queue Length [veh/ln] | 2.65 | 31.18 | 3.87 | 7.23 | 24.98 | 0.08 | 0.74 | 0.23 | 0.00 | 17.84 | 6.63 | 6.60 |
| 95th-Percentile Queue Length [ft/ln] | 66.37 | 779.4 | 96.78 | 180.7 | 624.4 | 2.01 | 18.43 | 5.85 | 0.00 | 445.9 | 165.7 | 164.9 |

Movement, Approach, & Intersection Results

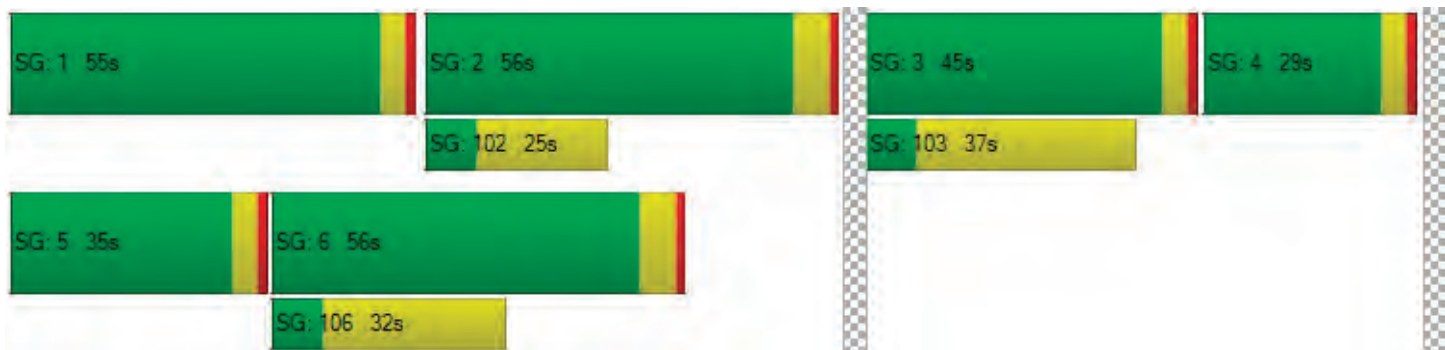
| | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|-------|-------|-------|-------|-------|--|
| d_M, Delay for Movement [s/veh] | 81.3 | 81.3 | 27.7 | 15.4 | 78.1 | 78.1 | 21.2 | 11.6 | 80.58 | 79.80 | 39.90 | 67.20 | 55.92 | 55.77 | |
| Movement LOS | F | F | C | B | E | E | C | B | F | E | D | E | E | E | |
| d_A, Approach Delay [s/veh] | 28.64 | | | | 25.84 | | | | 80.48 | | | | 62.48 | | |
| Approach LOS | C | | | | C | | | | F | | | | E | | |
| d_I, Intersection Delay [s/veh] | 30.76 | | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | | |
| Intersection V/C | 0.730 | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | | | | 11.0 | | | | 11.0 | | | | 11.0 | | | |
| 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 | | | | 71.88 | | | | 71.88 | | | | 71.88 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | | | | 3.413 | | | | 2.568 | | | | 2.595 | | | |
| Crosswalk LOS | F | | | | C | | | | B | | | | B | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 606 | | | | 606 | | | | 297 | | | | 491 | | | |
| d_b, Bicycle Delay [s] | 40.08 | | | | 40.08 | | | | 59.83 | | | | 46.98 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 2.922 | | | | 2.743 | | | | 1.680 | | | | 2.482 | | | |
| Bicycle LOS | C | | | | B | | | | A | | | | B | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 72.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.867 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  | \|\|\|\|\| |  |  |  |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 250 | 113 | 731 | 15 | 431 | 113 | 36 | 1 | 41 | 305 | 200 | 14 | 545 | 338 | 439 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 250 | 113 | 731 | 15 | 431 | 113 | 36 | 1 | 41 | 305 | 200 | 14 | 545 | 338 | 439 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 74 | 339 | 218 | 4 | 128 | 338 | 11 | 0 | 12 | 91 | 60 | 4 | 162 | 101 | 131 |
| Total Analysis Volume [veh/h] | 4 | 298 | 135 | 870 | 18 | 513 | 135 | 43 | 1 | 49 | 363 | 238 | 17 | 649 | 402 | 523 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 74 | | | | 0 | | | | 1 | | | | 54 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 1 | | | | 54 | | | | 74 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 58 | | | | 2 | | | | 134 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 134 | | | | 2 | | | | 58 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 40 | 0 | 0 | 35 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 40 | 0 | 0 | 40 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 6.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 6.6 | 0.0 | 0.0 | 2.0 | 5.9 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 185 | 185 | 185 | 185 | 185 | 185 | 185 | 185 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 18 | 71 | 25 | 77 | 4 | 33 | 35 | 65 |
| g / C, Green / Cycle | 0.10 | 0.38 | 0.14 | 0.42 | 0.02 | 0.18 | 0.19 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.38 | 0.15 | 0.26 | 0.01 | 0.07 | 0.19 | 0.08 |
| s, saturation flow rate [veh/h] | 3486 | 3589 | 3486 | 5135 | 3486 | 5135 | 3486 | 5135 |
| c, Capacity [veh/h] | 344 | 1368 | 480 | 2145 | 84 | 929 | 669 | 1790 |
| d1, Uniform Delay [s] | 82.29 | 56.90 | 79.77 | 42.58 | 89.38 | 66.78 | 74.70 | 42.59 |
| k, delay calibration | 0.04 | 0.50 | 0.04 | 0.50 | 0.04 | 0.55 | 0.04 | 0.37 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.88 | 22.10 | 50.59 | 1.42 | 2.46 | 1.37 | 8.94 | 0.22 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|---------|--------|--------|-------|--------|--------|--------|
| X, volume / capacity | 0.88 | 0.99 | 1.11 | 0.63 | 0.59 | 0.39 | 1.00 | 0.22 |
| d, Delay for Lane Group [s/veh] | 85.17 | 79.00 | 130.36 | 44.00 | 91.83 | 68.14 | 83.64 | 42.80 |
| Lane Group LOS | F | E | F | D | F | E | F | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 7.32 | 35.67 | 14.92 | 16.82 | 1.23 | 5.22 | 16.74 | 4.48 |
| 50th-Percentile Queue Length [ft/ln] | 183.01 | 891.70 | 372.90 | 420.40 | 30.70 | 130.59 | 418.50 | 112.03 |
| 95th-Percentile Queue Length [veh/ln] | 11.76 | 45.46 | 22.25 | 23.54 | 2.21 | 8.97 | 23.45 | 7.95 |
| 95th-Percentile Queue Length [ft/ln] | 293.94 | 1136.57 | 556.14 | 588.53 | 55.27 | 224.29 | 586.24 | 198.82 |

Movement, Approach, & Intersection Results

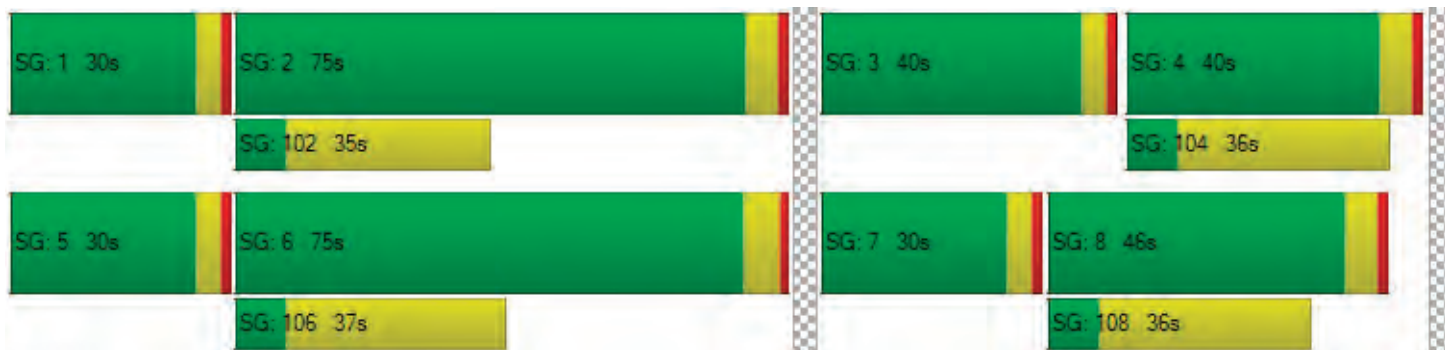
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 85.1 | 85.1 | 79.0 | 0.00 | 130. | 130. | 44.0 | 0.00 | 91.8 | 91.8 | 68.1 | 0.00 | 83.6 | 83.6 | 42.8 | 0.00 |
| Movement LOS | F | F | E | | F | F | D | | F | F | E | | F | F | D | |
| d_A, Approach Delay [s/veh] | 80.13 | | | | 68.35 | | | | 71.01 | | | | 68.27 | | | |
| Approach LOS | F | | | | E | | | | E | | | | E | | | |
| d_I, Intersection Delay [s/veh] | 72.44 | | | | | | | | | | | | | | | |
| Intersection LOS | E | | | | | | | | | | | | | | | |
| Intersection V/C | 0.867 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 70.73 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 81.84 | 81.84 | 81.84 | 81.84 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.279 | 3.239 | 3.109 | 3.190 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 751 | 746 | 373 | 438 |
| d_b, Bicycle Delay [s] | 36.06 | 36.38 | 61.23 | 56.44 |
| I_b,int, Bicycle LOS Score for Intersection | 2.923 | 2.313 | 1.760 | 1.790 |
| Bicycle LOS | C | 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 5: Iron Point/Grover**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 43.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.639 |

Intersection Setup

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | | | | | | | | | | | | | | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 100. | 100. | 100. | 200. | 200. | 100. | 100. | 230. | 210. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | No | | | |

Volumes

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|--------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 124 | 33 | 18 | 0 | 92 | 25 | 98 | 92 | 127 | 128 | 58 | 29 | 43 | 105 | 91 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 21 |
| Total Hourly Volume [veh/h] | 0 | 124 | 33 | 13 | 0 | 92 | 25 | 66 | 92 | 127 | 128 | 39 | 29 | 43 | 105 | 70 |
| Peak Hour Factor | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 40 | 11 | 4 | 0 | 30 | 8 | 21 | 30 | 41 | 418 | 13 | 9 | 14 | 343 | 23 |
| Total Analysis Volume [veh/h] | 0 | 161 | 43 | 17 | 0 | 119 | 32 | 86 | 119 | 165 | 167 | 51 | 38 | 56 | 137 | 91 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 16 | | | | 411 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 411 | | | | 16 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 7 | | | | 338 | | | | 28 | | | | 25 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 28 | | | | 25 | | | | 7 | | | | 338 | | | |
| 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 | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 0 | 0 | 3 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 30 | 69 | 0 | 0 | 30 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 15 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|----|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 27 |
| Pedestrian Clearance [s] | 30 |

Lane Group Calculations

| Lane Group | L | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 153 | 153 | 153 | 153 | 153 | 153 | 153 | 153 | 153 | 153 | 153 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 12 | 12 | 40 | 40 | 40 | 26 | 73 | 73 | 10 | 56 | 56 |
| g / C, Green / Cycle | 0.08 | 0.08 | 0.26 | 0.26 | 0.26 | 0.17 | 0.48 | 0.48 | 0.06 | 0.37 | 0.37 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.06 | 0.07 | 0.02 | 0.08 | 0.16 | 0.33 | 0.03 | 0.05 | 0.27 | 0.08 |
| s, saturation flow rate [veh/h] | 1781 | 1781 | 1781 | 1870 | 1052 | 1781 | 5094 | 1531 | 1781 | 5094 | 1185 |
| c, Capacity [veh/h] | 135 | 135 | 466 | 489 | 275 | 305 | 2421 | 728 | 115 | 1877 | 437 |
| d1, Uniform Delay [s] | 69.67 | 69.67 | 44.71 | 42.45 | 44.11 | 62.48 | 31.35 | 21.75 | 70.67 | 41.74 | 32.36 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.27 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.58 | 4.58 | 0.11 | 0.02 | 0.24 | 24.11 | 0.61 | 0.07 | 5.28 | 0.96 | 0.40 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.82 | 0.82 | 0.26 | 0.07 | 0.31 | 0.93 | 0.69 | 0.07 | 0.82 | 0.73 | 0.21 |
| d, Delay for Lane Group [s/veh] | 74.24 | 74.24 | 44.82 | 42.47 | 44.35 | 86.59 | 31.96 | 21.82 | 75.95 | 42.69 | 32.76 |
| Lane Group LOS | E | E | D | D | D | F | C | C | E | D | C |
| Critical Lane Group | Yes | No | No | No | Yes | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.46 | 4.46 | 3.64 | 0.93 | 2.61 | 12.96 | 16.24 | 1.04 | 3.82 | 15.13 | 2.36 |
| 50th-Percentile Queue Length [ft/ln] | 111.38 | 111.38 | 91.08 | 23.24 | 65.15 | 323.9 | 406.1 | 25.90 | 95.61 | 378.2 | 58.96 |
| 95th-Percentile Queue Length [veh/ln] | 7.92 | 7.92 | 6.56 | 1.67 | 4.69 | 18.86 | 22.85 | 1.86 | 6.88 | 21.51 | 4.25 |
| 95th-Percentile Queue Length [ft/ln] | 197.92 | 197.92 | 163.9 | 41.82 | 117.2 | 471.5 | 571.3 | 46.62 | 172.0 | 537.6 | 106.1 |

Movement, Approach, & Intersection Results

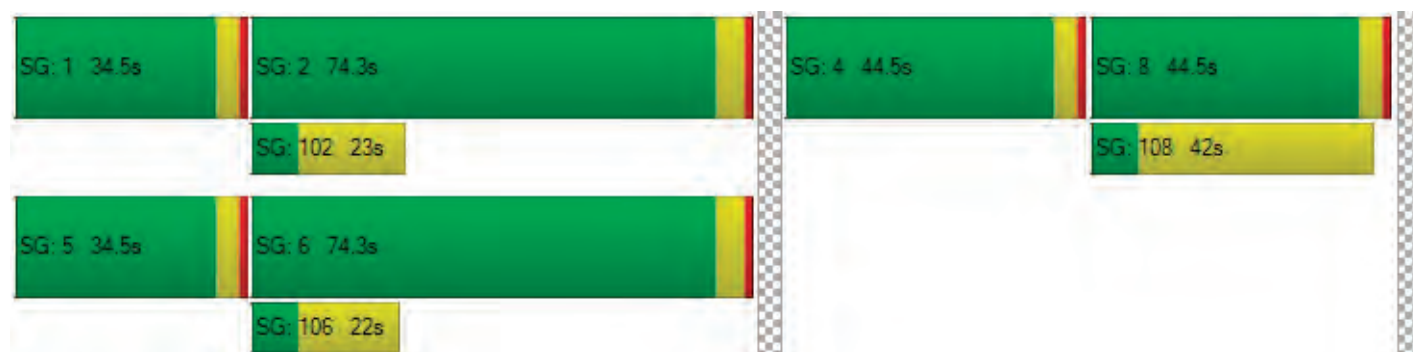
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 74.2 | 74.2 | 74.2 | 74.2 | 44.8 | 44.8 | 42.4 | 44.3 | 86.5 | 86.5 | 31.9 | 21.8 | 75.9 | 75.9 | 42.6 | 32.7 |
| Movement LOS | E | E | E | E | D | D | D | D | F | F | C | C | E | E | D | C |
| d_A, Approach Delay [s/veh] | 74.24 | | | | 44.33 | | | | 39.43 | | | | 44.12 | | | |
| Approach LOS | E | | | | D | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 43.45 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.639 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 0.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 136.05 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 65.82 | 65.82 | 65.82 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.097 | 2.345 | 3.226 | 0.000 |
| Crosswalk LOS | B | B | C | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 523 | 523 | 903 | 903 |
| d_b, Bicycle Delay [s] | 41.66 | 41.66 | 23.00 | 23.00 |
| I_b,int, Bicycle LOS Score for Intersection | 1.667 | 1.807 | 2.584 | 2.406 |
| Bicycle LOS | A | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 6: Iron Pt/Oak Ave Pkwy**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 40.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.514 |

Intersection Setup

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|------------------------------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | T T T | | | T T T | | | T T T | | |
| Turning Movement | U-turn | Left | Right | U-turn | Left | Thru | U-turn | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 200.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 250.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | |
| Crosswalk | Yes | | | No | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|--|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 186 | 237 | 45 | 429 | 947 | 9 | 718 | 192 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 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 |
| Total Hourly Volume [veh/h] | 3 | 186 | 237 | 45 | 429 | 947 | 9 | 718 | 192 |
| Peak Hour Factor | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 |
| Other Adjustment Factor | 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 | 55 | 70 | 13 | 126 | 279 | 3 | 211 | 56 |
| Total Analysis Volume [veh/h] | 4 | 219 | 279 | 53 | 505 | 1114 | 11 | 845 | 226 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 106 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fixed time |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissi | Permissi | Unsignali | Permissi | Protecte | Permissi | Protecte | Permissi | Unsignali |
|------------------------------|----------|----------|-----------|----------|----------|----------|----------|----------|-----------|
| Signal Group | 0 | 8 | 0 | 0 | 5 | 2 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | |
| Lead / Lag | - | Lead | - | - | Lead | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 10 | 5 | 10 | 0 |
| Maximum Green [s] | 0 | 25 | 0 | 0 | 25 | 40 | 25 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 3.5 | 5.3 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 46 | 30 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.3 | 2.0 | 5.4 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 27 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 2.5 | 4.3 | 0.0 |
| Minimum Recall | | No | | | No | Yes | No | Yes | |
| Maximum Recall | | No | | | No | No | No | No | |
| Pedestrian Recall | | 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 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 7 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | L | C | L | C |
|---|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 114 | 114 | 114 | 114 | 114 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 5.30 | 4.50 | 6.30 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 3.30 | 2.50 | 4.30 |
| g_i, Effective Green Time [s] | 26 | 26 | 41 | 26 | 40 |
| g / C, Green / Cycle | 0.22 | 0.22 | 0.36 | 0.22 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.16 | 0.31 | 0.01 | 0.24 |
| s, saturation flow rate [veh/h] | 3486 | 3486 | 3589 | 1795 | 3589 |
| c, Capacity [veh/h] | 780 | 780 | 1281 | 402 | 1250 |
| d1, Uniform Delay [s] | 36.70 | 40.90 | 34.17 | 34.56 | 31.67 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.92 | 5.56 | 8.21 | 0.13 | 2.95 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | |
|---------------------------------------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.29 | 0.72 | 0.87 | 0.03 | 0.68 |
| d, Delay for Lane Group [s/veh] | 37.62 | 46.46 | 42.38 | 34.69 | 34.62 |
| Lane Group LOS | D | D | D | C | C |
| Critical Lane Group | Yes | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 2.68 | 7.81 | 15.58 | 0.25 | 10.32 |
| 50th-Percentile Queue Length [ft/ln] | 67.12 | 195.26 | 389.41 | 6.36 | 258.07 |
| 95th-Percentile Queue Length [veh/ln] | 4.83 | 12.39 | 22.05 | 0.46 | 15.59 |
| 95th-Percentile Queue Length [ft/ln] | 120.81 | 309.84 | 551.23 | 11.44 | 389.80 |

Movement, Approach, & Intersection Results

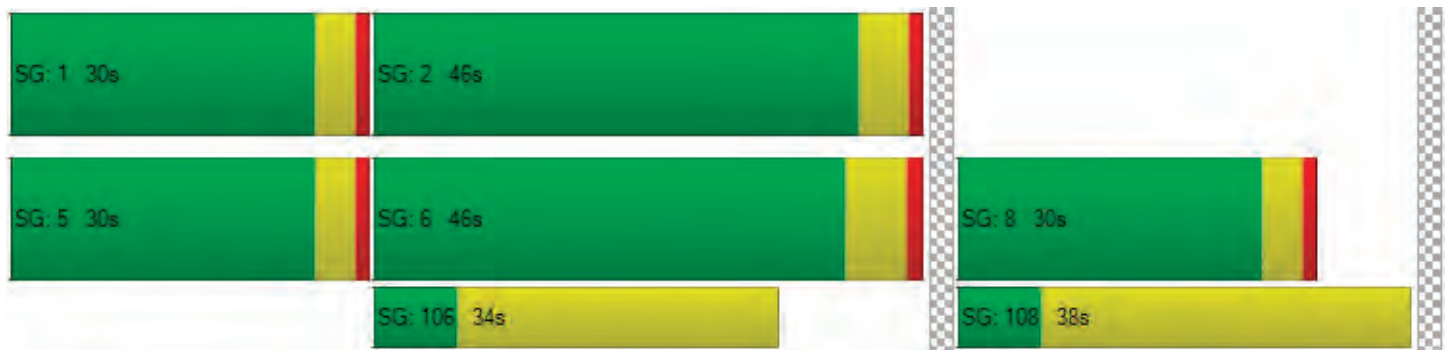
| | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 37.62 | 37.62 | 0.00 | 46.46 | 46.46 | 42.38 | 34.69 | 34.62 | 0.00 |
| Movement LOS | D | D | | D | D | D | C | C | |
| d_A, Approach Delay [s/veh] | 37.62 | | | 43.74 | | | 34.62 | | |
| Approach LOS | D | | | D | | | C | | |
| d_I, Intersection Delay [s/veh] | 40.41 | | | | | | | | |
| Intersection LOS | D | | | | | | | | |
| Intersection V/C | 0.514 | | | | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 46.53 | 0.00 | 46.53 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.582 | 0.000 | 2.910 |
| Crosswalk LOS | B | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 447 | 714 | 696 |
| d_b, Bicycle Delay [s] | 34.35 | 23.57 | 24.21 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.522 | 2.266 |
| Bicycle LOS | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 7: Iron Pt/ W Kaiser access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.094 |

Intersection Setup

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|------------------------------|-----------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|---|-----------------|--------|---------|--------|---------|--------|
| Base Volume Input [veh/h] | 0 | 39 | 1062 | 84 | 0 | 923 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 39 | 1062 | 84 | 0 | 923 |
| Peak Hour Factor | 1.0000 | 0.9100 | 0.9100 | 0.9100 | 1.0000 | 0.9100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 11 | 292 | 23 | 0 | 254 |
| Total Analysis Volume [veh/h] | 0 | 43 | 1167 | 92 | 0 | 1014 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.09 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 13.68 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 7.73 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 13.68 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.25 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 8: Iron Pt/Rowberry**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 14.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.533 |

Intersection Setup

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T | | | | T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 220. | 100. | 100. | 100. | 30.0 | 100. | 100. | 100. | 100. | 325. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | No | | | | Yes | | | |

Volumes

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|--|----------|------|------|------|----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 140 | 3 | 208 | 0 | 12 | 0 | 32 | 22 | 74 | 904 | 101 | 1 | 164 | 729 | 12 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 139 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 140 | 3 | 69 | 0 | 12 | 0 | 11 | 22 | 74 | 904 | 96 | 1 | 164 | 729 | 12 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.93 | 0.95 | 0.95 | 0.95 | 0.95 | 0.93 | 0.95 | 0.93 | 0.95 | 0.95 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 38 | 1 | 19 | 0 | 3 | 0 | 3 | 6 | 19 | 238 | 26 | 0 | 44 | 192 | 3 |
| Total Analysis Volume [veh/h] | 0 | 151 | 3 | 74 | 0 | 13 | 0 | 12 | 23 | 78 | 952 | 103 | 1 | 176 | 767 | 13 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 150 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 40 | 0 | 0 | 25 | 40 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 45 | 0 | 0 | 30 | 45 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| C, Cycle Length [s] | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 5 | 5 | 5 | 2 | 2 | 4 | 23 | 23 | 5 | 23 | 23 |
| g / C, Green / Cycle | 0.09 | 0.09 | 0.09 | 0.03 | 0.03 | 0.07 | 0.43 | 0.43 | 0.09 | 0.45 | 0.45 |
| (v / s)_i Volume / Saturation Flow Rate | 0.04 | 0.04 | 0.05 | 0.01 | 0.01 | 0.06 | 0.27 | 0.06 | 0.05 | 0.21 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 1784 | 1589 | 1795 | 1589 | 1795 | 3589 | 1589 | 3459 | 3589 | 1602 |
| c, Capacity [veh/h] | 164 | 165 | 147 | 53 | 47 | 133 | 1548 | 686 | 306 | 1599 | 714 |
| d1, Uniform Delay [s] | 22.60 | 22.60 | 22.68 | 24.89 | 24.90 | 23.83 | 11.55 | 9.07 | 22.98 | 10.26 | 8.13 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.77 | 0.77 | 1.00 | 0.88 | 1.05 | 3.26 | 0.69 | 0.17 | 0.64 | 0.38 | 0.02 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| X, volume / capacity | 0.47 | 0.47 | 0.50 | 0.24 | 0.25 | 0.76 | 0.61 | 0.15 | 0.58 | 0.48 | 0.02 |
| d, Delay for Lane Group [s/veh] | 23.37 | 23.37 | 23.68 | 25.77 | 25.95 | 27.09 | 12.23 | 9.25 | 23.62 | 10.64 | 8.15 |
| Lane Group LOS | C | C | C | C | C | C | B | A | C | B | A |
| Critical Lane Group | No | No | Yes | No | Yes | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 0.87 | 0.87 | 0.84 | 0.16 | 0.15 | 1.25 | 3.64 | 0.63 | 1.00 | 2.61 | 0.07 |
| 50th-Percentile Queue Length [ft/ln] | 21.64 | 21.66 | 21.05 | 4.00 | 3.74 | 31.36 | 91.07 | 15.67 | 24.88 | 65.35 | 1.78 |
| 95th-Percentile Queue Length [veh/ln] | 1.56 | 1.56 | 1.52 | 0.29 | 0.27 | 2.26 | 6.56 | 1.13 | 1.79 | 4.71 | 0.13 |
| 95th-Percentile Queue Length [ft/ln] | 38.95 | 39.00 | 37.89 | 7.20 | 6.73 | 56.44 | 163.9 | 28.21 | 44.79 | 117.6 | 3.21 |

Movement, Approach, & Intersection Results

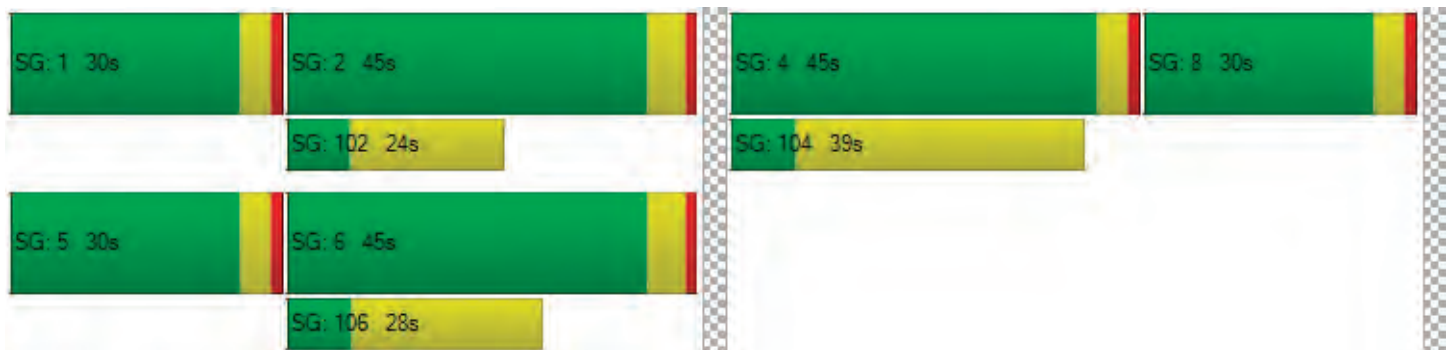
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|------|-------|------|------|-------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 23.3 | 23.3 | 23.3 | 23.6 | 25.7 | 25.7 | 25.9 | 25.9 | 27.0 | 27.0 | 12.2 | 9.25 | 23.6 | 23.6 | 10.6 | 8.15 |
| Movement LOS | C | C | C | C | C | C | C | C | C | C | B | A | C | C | B | A |
| d_A, Approach Delay [s/veh] | 23.47 | | | 25.85 | | | | 13.27 | | | 13.01 | | | | | |
| Approach LOS | C | | | C | | | | B | | | B | | | | | |
| d_I, Intersection Delay [s/veh] | 14.28 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.533 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 0.0 | 11.0 |
| 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] | 16.35 | 16.35 | 0.00 | 16.35 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.594 | 1.985 | 0.000 | 2.955 |
| Crosswalk LOS | B | A | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1546 | 974 | 1516 | 1516 |
| d_b, Bicycle Delay [s] | 1.35 | 6.90 | 1.53 | 1.53 |
| I_b,int, Bicycle LOS Score for Intersection | 1.916 | 1.614 | 2.453 | 2.348 |
| Bicycle LOS | A | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 9: Iron Pt/Safe Credit Union access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 27.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.063 |

Intersection Setup

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|------------------------------|--------------------------|--------|-----------|-------|-----------|--------|--------|
| Approach | Northbound | | Eastbound | | Westbound | | |
| Lane Configuration | | | | | | | |
| Turning Movement | Left | Right | Thru | Right | U-turn | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 90.00 | 120.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 49.21 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | | |
| Crosswalk | Yes | | No | | No | | |

Volumes

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|---|--------------------------|--------|---------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 25 | 1144 | 1 | 10 | 5 | 905 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 25 | 1144 | 1 | 10 | 5 | 905 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 7 | 301 | 0 | 3 | 1 | 238 |
| Total Analysis Volume [veh/h] | 0 | 26 | 1204 | 1 | 11 | 5 | 953 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | |
|---------------------------------------|-------|-------|------|------|-------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.06 | 0.01 | 0.00 | 0.06 | 0.01 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 13.59 | 0.00 | 0.00 | 27.03 | 12.46 | 0.00 |
| Movement LOS | | B | A | A | D | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.19 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 4.64 | 0.00 | 0.00 | 5.78 | 5.78 | 0.00 |
| d_A, Approach Delay [s/veh] | 13.59 | | 0.00 | | 0.37 | | |
| Approach LOS | B | | A | | A | | |
| d_I, Intersection Delay [s/veh] | 0.32 | | | | | | |
| Intersection LOS | D | | | | | | |

**Intersection Level Of Service Report
Intersection 10: Iron Pt/Broadstone**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 20.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.427 |

Intersection Setup

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 270. | 100. | 100. | 200. | 230. | 100. | 100. | 270. | 240. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 240. | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | Yes | | | |

Volumes

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 59 | 55 | 40 | 1 | 146 | 36 | 265 | 27 | 359 | 742 | 51 | 12 | 15 | 570 | 80 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 265 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 80 |
| Total Hourly Volume [veh/h] | 0 | 59 | 55 | 24 | 1 | 146 | 36 | 0 | 27 | 359 | 742 | 42 | 12 | 15 | 570 | 0 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.91 | 0.94 | 0.91 | 0.94 | 0.94 | 0.94 | 0.94 | 0.91 | 0.94 | 0.91 | 0.91 | 0.91 | 0.91 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 16 | 15 | 7 | 0 | 40 | 10 | 0 | 7 | 95 | 204 | 11 | 3 | 4 | 157 | 0 |
| Total Analysis Volume [veh/h] | 0 | 63 | 59 | 26 | 1 | 160 | 38 | 0 | 29 | 382 | 815 | 45 | 13 | 16 | 626 | 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Per | Per | Per | Per | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 30 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.50 | 5.50 | 4.50 | 5.50 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 9 | 9 | 9 | 10 | 10 | 10 | 24 | 24 | 2 | 16 |
| g / C, Green / Cycle | 0.14 | 0.14 | 0.14 | 0.15 | 0.15 | 0.16 | 0.38 | 0.38 | 0.03 | 0.25 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.03 | 0.02 | 0.05 | 0.01 | 0.12 | 0.16 | 0.03 | 0.01 | 0.12 |
| s, saturation flow rate [veh/h] | 1795 | 1881 | 1589 | 3459 | 3589 | 3486 | 5094 | 1602 | 3459 | 5094 |
| c, Capacity [veh/h] | 260 | 272 | 230 | 523 | 542 | 546 | 1922 | 605 | 111 | 1288 |
| d1, Uniform Delay [s] | 24.39 | 24.37 | 23.96 | 24.36 | 23.47 | 25.99 | 14.87 | 12.86 | 30.45 | 20.52 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.28 | 0.04 | 0.28 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.17 | 0.16 | 0.08 | 0.12 | 0.02 | 0.80 | 0.39 | 0.14 | 0.46 | 0.75 |
| 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 | 0.23 | 0.23 | 0.11 | 0.31 | 0.07 | 0.75 | 0.42 | 0.07 | 0.26 | 0.49 |
| d, Delay for Lane Group [s/veh] | 24.56 | 24.53 | 24.04 | 24.48 | 23.49 | 26.79 | 15.26 | 12.99 | 30.91 | 21.26 |
| Lane Group LOS | C | C | C | C | C | C | B | B | C | C |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 0.78 | 0.80 | 0.33 | 1.05 | 0.24 | 2.90 | 2.74 | 0.40 | 0.22 | 2.58 |
| 50th-Percentile Queue Length [ft/ln] | 19.62 | 20.07 | 8.32 | 26.14 | 5.93 | 72.52 | 68.44 | 10.12 | 5.45 | 64.50 |
| 95th-Percentile Queue Length [veh/ln] | 1.41 | 1.45 | 0.60 | 1.88 | 0.43 | 5.22 | 4.93 | 0.73 | 0.39 | 4.64 |
| 95th-Percentile Queue Length [ft/ln] | 35.32 | 36.13 | 14.97 | 47.05 | 10.68 | 130.5 | 123.1 | 18.21 | 9.80 | 116.09 |

Movement, Approach, & Intersection Results

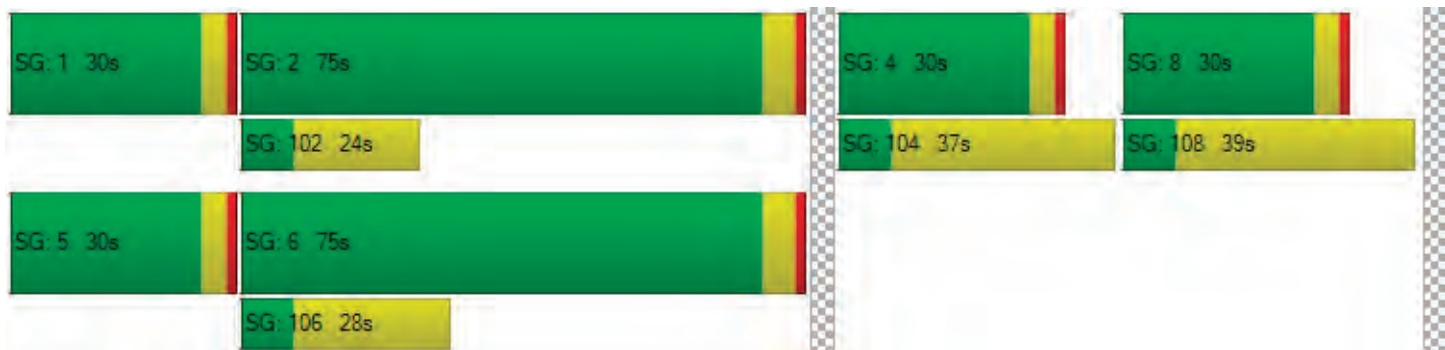
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 24.5 | 24.5 | 24.5 | 24.0 | 24.4 | 24.4 | 23.4 | 0.00 | 26.7 | 26.7 | 15.2 | 12.9 | 30.9 | 30.9 | 21.2 | 0.00 |
| Movement LOS | C | C | C | C | C | C | C | | C | C | B | B | C | C | C | |
| d_A, Approach Delay [s/veh] | 24.45 | | | 24.29 | | | 18.91 | | | 21.69 | | | | | | |
| Approach LOS | C | | | C | | | B | | | C | | | | | | |
| d_I, Intersection Delay [s/veh] | 20.54 | | | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | | | |
| Intersection V/C | 0.427 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| 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] | 22.09 | 22.09 | 22.09 | 22.09 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.357 | 2.785 | 3.057 | 3.012 |
| Crosswalk LOS | B | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 793 | 793 | 2162 | 2162 |
| d_b, Bicycle Delay [s] | 11.71 | 11.71 | 0.21 | 0.21 |
| I_b,int, Bicycle LOS Score for Intersection | 1.726 | 1.592 | 2.054 | 1.913 |
| Bicycle LOS | A | A | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 11: Iron Pt/E Bidwell**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 143.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.190 |

Intersection Setup

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | Iron Pt | | | | |
|------------------------------|------------|-------|-------|------------|------|------|------|-----------|------|------|-----------|------|------|------|------|
| Approach | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Lane Configuration | \|>>>\| |  |  | <<<\|>>>\| |  |  |  | <<<\|>>>\| |  |  | <<<\|>>>\| |  |  |  |  |
| Turning Movement | Left | Thru | Right | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 300.0 | 100.0 | 220.0 | 450. | 100. | 100. | 450. | 280. | 100. | 100. | 100. | 250. | 100. | 100. | 270. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 260. | 0.00 | 0.00 | 0.00 | 100 |
| Speed [mph] | 30.00 | | | 30.00 | | | | 30.00 | | | 30.00 | | | | |
| Grade [%] | 0.00 | | | 0.00 | | | | 0.00 | | | 0.00 | | | | |
| Curb Present | No | | | No | | | | No | | | No | | | | |
| Crosswalk | No | | | Yes | | | | Yes | | | Yes | | | | |

Volumes

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|-------|-------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 899 | 1427 | 841 | 3 | 140 | 152 | 167 | 14 | 174 | 768 | 862 | 1 | 983 | 509 | 361 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 841 | 0 | 0 | 0 | 167 | 0 | 0 | 0 | 491 | 0 | 0 | 0 | 361 |
| Total Hourly Volume [veh/h] | 899 | 1427 | 0 | 3 | 140 | 152 | 0 | 14 | 174 | 768 | 371 | 1 | 983 | 509 | 0 |
| Peak Hour Factor | 0.980 | 0.970 | 0.970 | 0.97 | 0.97 | 0.97 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.97 | 0.97 | 0.98 | 0.97 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 229 | 368 | 0 | 1 | 36 | 394 | 0 | 4 | 44 | 196 | 95 | 0 | 253 | 130 | 0 |
| Total Analysis Volume [veh/h] | 917 | 1471 | 0 | 3 | 144 | 157 | 0 | 14 | 178 | 784 | 379 | 1 | 101 | 519 | 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 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 216.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Protec | Permi | Unsig | Per | Prot | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 3 | 8 | 0 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 5 | 0 |
| Maximum Green [s] | 45 | 69 | 0 | 0 | 45 | 69 | 0 | 0 | 40 | 40 | 0 | 0 | 40 | 40 | 0 |
| Amber [s] | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 50 | 75 | 0 | 0 | 50 | 75 | 0 | 0 | 45 | 46 | 0 | 0 | 45 | 46 | 0 |
| Vehicle Extension [s] | 2.0 | 5.6 | 0.0 | 0.0 | 2.0 | 5.1 | 0.0 | 0.0 | 2.0 | 5.3 | 0.0 | 0.0 | 2.0 | 5.6 | 0.0 |
| Walk [s] | 0 | 30 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 29 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | R | L | C |
|---|--------|-------|-------|-------|-------|-------|-------|--------|-------|
| C, Cycle Length [s] | 213 | 213 | 213 | 213 | 213 | 213 | 213 | 213 | 213 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 3.30 | 2.50 | 3.30 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 |
| g_i, Effective Green Time [s] | 45 | 103 | 11 | 69 | 14 | 40 | 40 | 40 | 66 |
| g / C, Green / Cycle | 0.21 | 0.48 | 0.05 | 0.32 | 0.07 | 0.19 | 0.19 | 0.19 | 0.31 |
| (v / s)_i Volume / Saturation Flow Rate | 0.27 | 0.29 | 0.04 | 0.31 | 0.06 | 0.22 | 0.24 | 0.29 | 0.10 |
| s, saturation flow rate [veh/h] | 3459 | 5135 | 3486 | 5135 | 3459 | 3560 | 1589 | 3486 | 5094 |
| c, Capacity [veh/h] | 729 | 2468 | 184 | 1656 | 229 | 667 | 298 | 653 | 1572 |
| d1, Uniform Delay [s] | 84.23 | 40.34 | 99.98 | 70.65 | 98.54 | 86.73 | 86.73 | 86.73 | 56.80 |
| k, delay calibration | 0.13 | 0.31 | 0.04 | 0.24 | 0.04 | 0.29 | 0.50 | 0.25 | 0.31 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 118.95 | 0.68 | 3.03 | 7.61 | 3.16 | 88.10 | 146.2 | 252.27 | 0.35 |
| d3, Initial Queue Delay [s] | 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 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|---------|--------|--------|--------|-------|-------|-------|---------|--------|
| X, volume / capacity | 1.26 | 0.60 | 0.80 | 0.95 | 0.84 | 1.18 | 1.27 | 1.55 | 0.33 |
| d, Delay for Lane Group [s/veh] | 203.18 | 41.02 | 103.01 | 78.25 | 101.7 | 174.8 | 232.9 | 339.00 | 57.16 |
| Lane Group LOS | F | D | F | E | F | F | F | F | E |
| Critical Lane Group | Yes | No | No | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 32.33 | 19.32 | 4.17 | 29.40 | 5.44 | 26.76 | 28.70 | 41.10 | 7.39 |
| 50th-Percentile Queue Length [ft/ln] | 808.25 | 483.11 | 104.18 | 735.00 | 135.9 | 669.0 | 717.5 | 1027.50 | 184.76 |
| 95th-Percentile Queue Length [veh/ln] | 46.92 | 26.53 | 7.50 | 38.29 | 9.26 | 38.32 | 42.18 | 62.30 | 11.85 |
| 95th-Percentile Queue Length [ft/ln] | 1172.93 | 663.34 | 187.52 | 957.31 | 231.4 | 957.9 | 1054. | 1557.41 | 296.22 |

Movement, Approach, & Intersection Results

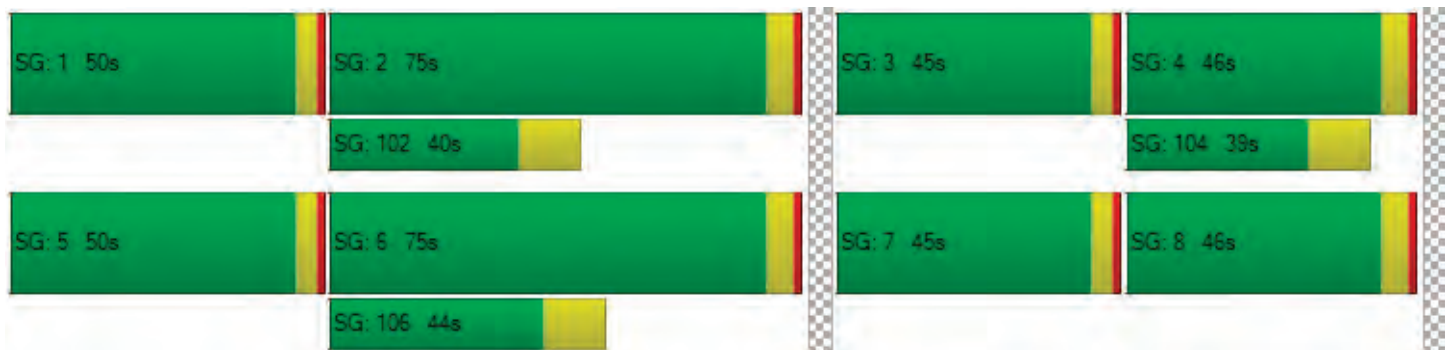
| | | | | | | | | | | | | | | | |
|---------------------------------|--------|-------|------|-------|------|------|--------|------|------|--------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 203.1 | 41.02 | 0.00 | 103. | 103. | 78.2 | 0.00 | 101. | 101. | 174. | 232. | 339. | 339. | 57.1 | 0.00 |
| Movement LOS | F | D | | F | F | E | | F | F | F | F | F | F | E | |
| d_A, Approach Delay [s/veh] | 103.29 | | | 80.37 | | | 180.73 | | | 243.58 | | | | | |
| Approach LOS | F | | | F | | | F | | | F | | | | | |
| d_I, Intersection Delay [s/veh] | 143.38 | | | | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | | | | |
| Intersection V/C | 1.190 | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 33.0 | 38.0 | 34.0 |
| 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 | 76.28 | 72.11 | 75.43 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.326 | 3.932 | 3.237 |
| Crosswalk LOS | F | C | D | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 653 | 653 | 381 | 381 |
| d_b, Bicycle Delay [s] | 48.41 | 48.41 | 69.91 | 69.91 |
| I_b,int, Bicycle LOS Score for Intersection | 2.873 | 2.428 | 2.936 | 1.846 |
| Bicycle LOS | C | B | C | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 12: E Bidwell/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 53.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.083 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | Westbound | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | \| \| r |  | \| \| \| |  | r r r r | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 300.00 | 100.00 | 100.00 | 400.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | Yes | | Yes | |

Volumes

| Name | E Bidwell | | E Bidwell | | | |
|--|-----------|--------|-----------|--------|--------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1920 | 386 | 0 | 1875 | 175 | 1138 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1920 | 386 | 0 | 1875 | 175 | 1138 |
| Peak Hour Factor | 0.9800 | 0.9800 | 1.0000 | 0.9800 | 0.9800 | 0.9800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 490 | 98 | 0 | 478 | 45 | 290 |
| Total Analysis Volume [veh/h] | 1959 | 394 | 0 | 1913 | 179 | 1161 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 107 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 12 | 0 | 0 | 12 | 8 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 45 | 0 |
| Amber [s] | 4.8 | 0.0 | 0.0 | 4.8 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 51 | 0 |
| Vehicle Extension [s] | 4.0 | 0.0 | 0.0 | 4.0 | 3.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 19 | 0 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.8 | 0.0 | 0.0 | 3.8 | 3.1 | 0.0 |
| Minimum Recall | No | | | No | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | R | C | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 106 | 106 | 106 | 106 | 106 | 106 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.80 | 5.80 | 5.80 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.80 | 3.80 | 3.80 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 50 | 50 | 50 | 50 | 45 | 45 |
| g / C, Green / Cycle | 0.47 | 0.47 | 0.47 | 0.47 | 0.42 | 0.42 |
| (v / s)_i Volume / Saturation Flow Rate | 0.52 | 0.55 | 0.25 | 0.37 | 0.05 | 0.41 |
| s, saturation flow rate [veh/h] | 1885 | 1780 | 1602 | 5135 | 3486 | 2836 |
| c, Capacity [veh/h] | 891 | 841 | 757 | 2427 | 1479 | 1203 |
| d1, Uniform Delay [s] | 27.89 | 27.89 | 19.50 | 23.44 | 18.48 | 29.68 |
| k, delay calibration | 0.50 | 0.50 | 0.15 | 0.15 | 0.13 | 0.13 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 61.05 | 86.82 | 0.79 | 0.84 | 0.04 | 7.33 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|---------|---------|--------|--------|-------|--------|
| X, volume / capacity | 1.10 | 1.16 | 0.52 | 0.79 | 0.12 | 0.96 |
| d, Delay for Lane Group [s/veh] | 88.93 | 114.71 | 20.29 | 24.28 | 18.52 | 37.02 |
| Lane Group LOS | F | F | C | C | B | D |
| Critical Lane Group | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 36.40 | 40.40 | 6.75 | 13.00 | 1.33 | 15.02 |
| 50th-Percentile Queue Length [ft/ln] | 910.09 | 1009.90 | 168.76 | 324.91 | 33.32 | 375.44 |
| 95th-Percentile Queue Length [veh/ln] | 49.76 | 56.79 | 11.01 | 18.91 | 2.40 | 21.37 |
| 95th-Percentile Queue Length [ft/ln] | 1243.95 | 1419.70 | 275.28 | 472.71 | 59.98 | 534.33 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 99.23 | 20.29 | 0.00 | 24.28 | 18.52 | 37.02 |
| Movement LOS | F | C | | C | B | D |
| d_A, Approach Delay [s/veh] | 88.17 | | 24.28 | | 34.55 | |
| Approach LOS | F | | C | | C | |
| d_I, Intersection Delay [s/veh] | 53.55 | | | | | |
| Intersection LOS | D | | | | | |
| Intersection V/C | 1.083 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 42.45 | 42.45 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.278 | 2.742 |
| Crosswalk LOS | F | C | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 949 | 949 | 868 |
| d_b, Bicycle Delay [s] | 14.59 | 14.59 | 16.94 |
| I_b,int, Bicycle LOS Score for Intersection | 3.501 | 2.612 | 1.560 |
| Bicycle LOS | D | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 13: E Bidwell/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 25.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.924 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑↑ | | ↑↓ | | ↔↔ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|--|-----------|--------|-----------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 0 | 1143 | 853 | 1197 | 1163 | 353 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1143 | 853 | 1197 | 1163 | 353 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 301 | 224 | 315 | 306 | 93 |
| Total Analysis Volume [veh/h] | 0 | 1203 | 898 | 1260 | 1224 | 372 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 0 | 2 | 6 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 0 | 8 | 6 | 0 | 8 | 0 |
| Maximum Green [s] | 0 | 50 | 50 | 0 | 50 | 0 |
| Amber [s] | 0.0 | 4.8 | 4.1 | 0.0 | 4.8 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 56 | 56 | 0 | 56 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.8 | 3.1 | 0.0 | 3.8 | 0.0 |
| Minimum Recall | | No | No | | No | |
| Maximum Recall | | No | No | | No | |
| Pedestrian Recall | | No | No | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | C | R | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 90 | 90 | 90 | 90 | 90 | 90 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.10 | 5.10 | 5.10 | 5.80 | 5.80 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.10 | 3.10 | 3.10 | 3.80 | 3.80 |
| g_i, Effective Green Time [s] | 43 | 43 | 43 | 43 | 35 | 35 |
| g / C, Green / Cycle | 0.48 | 0.49 | 0.49 | 0.49 | 0.39 | 0.39 |
| (v / s)_i Volume / Saturation Flow Rate | 0.34 | 0.38 | 0.45 | 0.45 | 0.35 | 0.23 |
| s, saturation flow rate [veh/h] | 3589 | 1885 | 1602 | 1602 | 3486 | 1602 |
| c, Capacity [veh/h] | 1716 | 916 | 779 | 779 | 1368 | 629 |
| d1, Uniform Delay [s] | 18.37 | 19.16 | 21.50 | 21.50 | 25.50 | 21.55 |
| k, delay calibration | 0.04 | 0.17 | 0.28 | 0.28 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.20 | 2.43 | 11.62 | 11.62 | 0.88 | 0.33 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|
| X, volume / capacity | 0.70 | 0.79 | 0.92 | 0.92 | 0.89 | 0.59 |
| d, Delay for Lane Group [s/veh] | 18.56 | 21.58 | 33.13 | 33.13 | 26.38 | 21.89 |
| Lane Group LOS | B | C | C | C | C | C |
| Critical Lane Group | No | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 9.18 | 12.13 | 15.44 | 15.44 | 11.70 | 5.98 |
| 50th-Percentile Queue Length [ft/ln] | 229.48 | 303.31 | 385.92 | 385.92 | 292.42 | 149.52 |
| 95th-Percentile Queue Length [veh/ln] | 14.15 | 17.84 | 21.88 | 21.88 | 17.31 | 9.99 |
| 95th-Percentile Queue Length [ft/ln] | 353.70 | 446.12 | 547.01 | 547.01 | 432.64 | 249.79 |

Movement, Approach, & Intersection Results

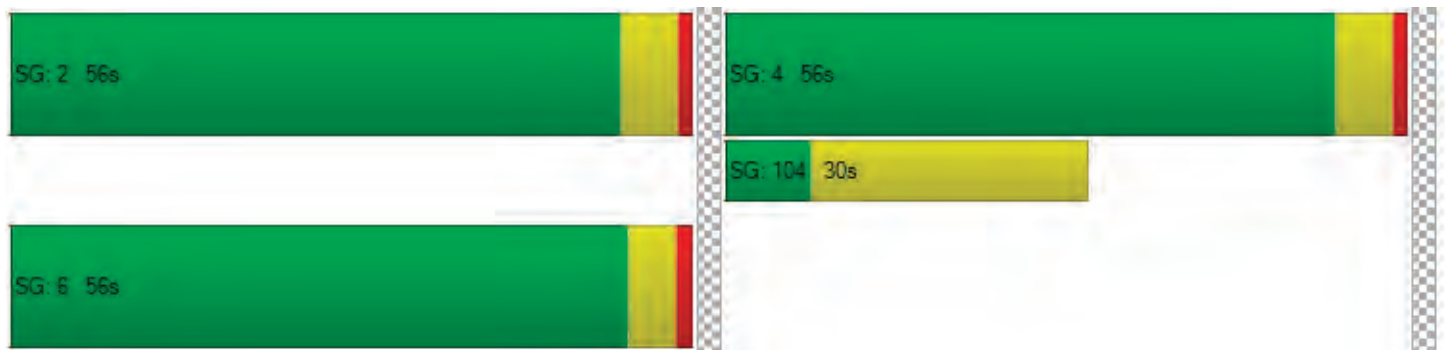
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 18.56 | 21.58 | 33.13 | 26.38 | 21.89 |
| Movement LOS | | B | C | C | C | C |
| d_A, Approach Delay [s/veh] | 18.56 | | 29.28 | | 25.33 | |
| Approach LOS | B | | C | | C | |
| d_I, Intersection Delay [s/veh] | | | 25.41 | | | |
| Intersection LOS | | | C | | | |
| Intersection V/C | | | 0.924 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 34.43 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.733 | 0.000 | 0.000 |
| Crosswalk LOS | B | F | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1122 | 1137 | 1122 |
| d_b, Bicycle Delay [s] | 8.63 | 8.33 | 8.63 |
| I_b,int, Bicycle LOS Score for Intersection | 2.552 | 3.340 | 1.560 |
| Bicycle LOS | B | C | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 14: Lot 6 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.013

Intersection Setup

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| | 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 Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|---|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Base Volume Input [veh/h] | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 12 | 3 | 3 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 12 | 3 | 3 | 0 |
| Peak Hour Factor | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 0.920 | 0.920 | 0.920 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 |
| Total Analysis Volume [veh/h] | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 13 | 13 | 3 | 3 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 8.77 | 9.26 | 8.49 | 8.76 | 9.21 | 8.33 | 7.22 | 0.00 | 0.00 | 7.27 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.08 | 0.08 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 |
| 95th-Percentile Queue Length [ft/ln] | 1.97 | 1.97 | 1.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.14 |
| d_A, Approach Delay [s/veh] | 8.63 | | | 8.76 | | | 0.00 | | | 3.64 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.25 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Lot 1 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.084

Intersection Setup

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|-----------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|---|------------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 69 | 9 | 1 | 30 | 0 | 0 | 6 | 48 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 69 | 9 | 1 | 30 | 0 | 0 | 6 | 48 |
| Peak Hour Factor | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 1.000 | 0.920 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 8 | 0 | 0 | 2 | 13 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 69 | 10 | 1 | 33 | 0 | 0 | 7 | 52 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.46 | 9.53 | 8.46 | 9.34 | 9.82 | 8.90 | 7.33 | 0.00 | 0.00 | 7.28 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.31 | 0.31 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 7.72 | 7.72 | 7.72 | 0.05 | 0.05 | 0.05 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.15 | | | 9.70 | | | 0.22 | | | 0.00 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.50 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 16: Oak Ave Pkwy/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|r |  |  | \|\|r | | | | | | r\|l\|l | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 100.0 | 400.0 | 100.0 | 400.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|--|--------------|-------|-------|--------------|-------|-------|----------|-------|-------|-----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 2.00 | 2.00 | 2.00 | 3.00 | 2.00 | 3.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | | | | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Unsig | Permi | Permi | Unsig | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | | | | No | | |
| Maximum Recall | | No | | | No | | | | | No | | |
| Pedestrian Recall | | No | | | No | | | | | No | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 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 | C | C | | L | R |
|---|------|------|--|------|------|
| C, Cycle Length [s] | 9 | 9 | | 9 | 9 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | | 4.50 | 4.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 0 | 0 | | 0 | 0 |
| g / C, Green / Cycle | 0.01 | 0.01 | | 0.01 | 0.01 |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | | 0.00 | 0.00 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | | 3431 | 2791 |
| c, Capacity [veh/h] | 73 | 73 | | 71 | 58 |
| d1, Uniform Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| k, delay calibration | 0.04 | 0.04 | | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | | 1.00 | 1.00 |

Lane Group Results

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

Movement, Approach, & Intersection Results

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

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | 9.0 | 9.0 | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.033 | 1.909 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 0 | 10984 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 4.60 | 92.77 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 4.132 | 1.560 |
| Bicycle LOS | A | A | D | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 17: Oak Ave Pkwy/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\|\| |  |  | \| \| \| \| \| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 400.0 | 100.0 | 400.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 2.00 | 5.00 | 5.00 | 5.00 | 2.00 | 5.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | No | | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | No | | | | | |
| Maximum Recall | | No | | | No | | No | | | | | |
| Pedestrian Recall | | No | | | No | | No | | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | C | R | C | R | L | R | |
| C, Cycle Length [s] | 9 | 9 | 9 | 9 | 9 | 9 | |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | |
| g_i, Effective Green Time [s] | 0 | 0 | 0 | 0 | 0 | 0 | |
| g / C, Green / Cycle | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| s, saturation flow rate [veh/h] | 3475 | 1551 | 3475 | 1551 | 3375 | 2746 | |
| c, Capacity [veh/h] | 72 | 32 | 72 | 32 | 70 | 57 | |
| d1, Uniform Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

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

Movement, Approach, & Intersection Results

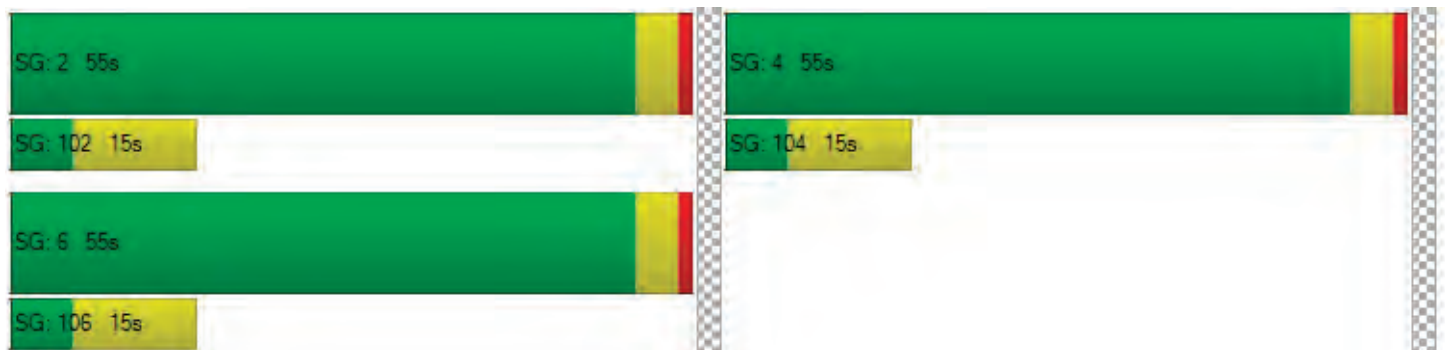
| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | A |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

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] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.909 | 1.033 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 10984 | 0 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 92.77 | 4.60 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 1.560 | 4.132 |
| Bicycle LOS | A | A | A | D |

Sequence

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



Signal Warrants Report For Intersection 7: Iron Pt/ W Kaiser access

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 | 923 | 1146 | 39 |
| 2 | 895 | 1112 | 38 |
| 3 | 877 | 1089 | 37 |
| 4 | 821 | 1020 | 35 |
| 5 | 729 | 905 | 31 |
| 6 | 720 | 894 | 30 |
| 7 | 711 | 882 | 30 |
| 8 | 646 | 802 | 27 |
| 9 | 637 | 791 | 27 |
| 10 | 628 | 779 | 27 |
| 11 | 545 | 676 | 23 |
| 12 | 508 | 630 | 21 |
| 13 | 498 | 619 | 21 |
| 14 | 369 | 458 | 16 |
| 15 | 369 | 458 | 16 |
| 16 | 258 | 321 | 11 |
| 17 | 148 | 183 | 6 |
| 18 | 148 | 183 | 6 |
| 19 | 83 | 103 | 4 |
| 20 | 46 | 57 | 2 |
| 21 | 28 | 34 | 1 |
| 22 | 9 | 11 | 0 |
| 23 | 9 | 11 | 0 |
| 24 | 9 | 11 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 2069 | 1 | 39 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 2007 | 1 | 38 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1966 | 1 | 37 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1841 | 1 | 35 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1634 | 1 | 31 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1614 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1593 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1448 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1428 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1407 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1221 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 1138 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 1117 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 827 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 827 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 579 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 331 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 331 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 186 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 103 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 62 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 20 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 20 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 20 | 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) | 13.7 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:08 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 39 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 2108 |
| Number of Approaches on Intersection | 3 |
| Total Volume Condition Met | Yes |
| Warrant Met for Approach | No |
| Warrant Met for Intersection | No |

Signal Warrants Report For Intersection 9: Iron Pt/Safe Credit Union access

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 | 920 | 1145 | 25 |
| 2 | 892 | 1111 | 24 |
| 3 | 874 | 1088 | 24 |
| 4 | 819 | 1019 | 22 |
| 5 | 727 | 905 | 20 |
| 6 | 718 | 893 | 20 |
| 7 | 708 | 882 | 19 |
| 8 | 644 | 802 | 18 |
| 9 | 635 | 790 | 17 |
| 10 | 626 | 779 | 17 |
| 11 | 543 | 676 | 15 |
| 12 | 506 | 630 | 14 |
| 13 | 497 | 618 | 14 |
| 14 | 368 | 458 | 10 |
| 15 | 368 | 458 | 10 |
| 16 | 258 | 321 | 7 |
| 17 | 147 | 183 | 4 |
| 18 | 147 | 183 | 4 |
| 19 | 83 | 103 | 2 |
| 20 | 46 | 57 | 1 |
| 21 | 28 | 34 | 1 |
| 22 | 9 | 11 | 0 |
| 23 | 9 | 11 | 0 |
| 24 | 9 | 11 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 2065 | 1 | 25 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 2003 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1962 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1838 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1632 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1611 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1590 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1446 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1425 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1405 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1219 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 1136 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 1115 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 826 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 826 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 579 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 330 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 330 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 186 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 103 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 62 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 20 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 20 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 20 | 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) | 13.6 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:05 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 25 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 2090 |
| 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 14: Lot 6 access

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, N |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

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

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 30 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 29 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 29 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 26 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 24 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 24 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 23 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 21 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 21 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 20 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 18 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 16 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 16 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 12 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 12 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 9 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 5 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 5 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 3 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 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 | N |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 8.6 | 8.8 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:03 | 0:00 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 24 | 0 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 54 | 54 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Signal Warrants Report For Intersection 15: Lot 1 access

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 | N, S |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|---|
| | E | W | N | S |
| 1 | 54 | 31 | 78 | 0 |
| 2 | 52 | 30 | 76 | 0 |
| 3 | 51 | 29 | 74 | 0 |
| 4 | 48 | 28 | 69 | 0 |
| 5 | 43 | 24 | 62 | 0 |
| 6 | 42 | 24 | 61 | 0 |
| 7 | 42 | 24 | 60 | 0 |
| 8 | 38 | 22 | 55 | 0 |
| 9 | 37 | 21 | 54 | 0 |
| 10 | 37 | 21 | 53 | 0 |
| 11 | 32 | 18 | 46 | 0 |
| 12 | 30 | 17 | 43 | 0 |
| 13 | 29 | 17 | 42 | 0 |
| 14 | 22 | 12 | 31 | 0 |
| 15 | 22 | 12 | 31 | 0 |
| 16 | 15 | 9 | 22 | 0 |
| 17 | 9 | 5 | 12 | 0 |
| 18 | 9 | 5 | 12 | 0 |
| 19 | 5 | 3 | 7 | 0 |
| 20 | 3 | 2 | 4 | 0 |
| 21 | 2 | 1 | 2 | 0 |
| 22 | 1 | 0 | 1 | 0 |
| 23 | 1 | 0 | 1 | 0 |
| 24 | 1 | 0 | 1 | 0 |

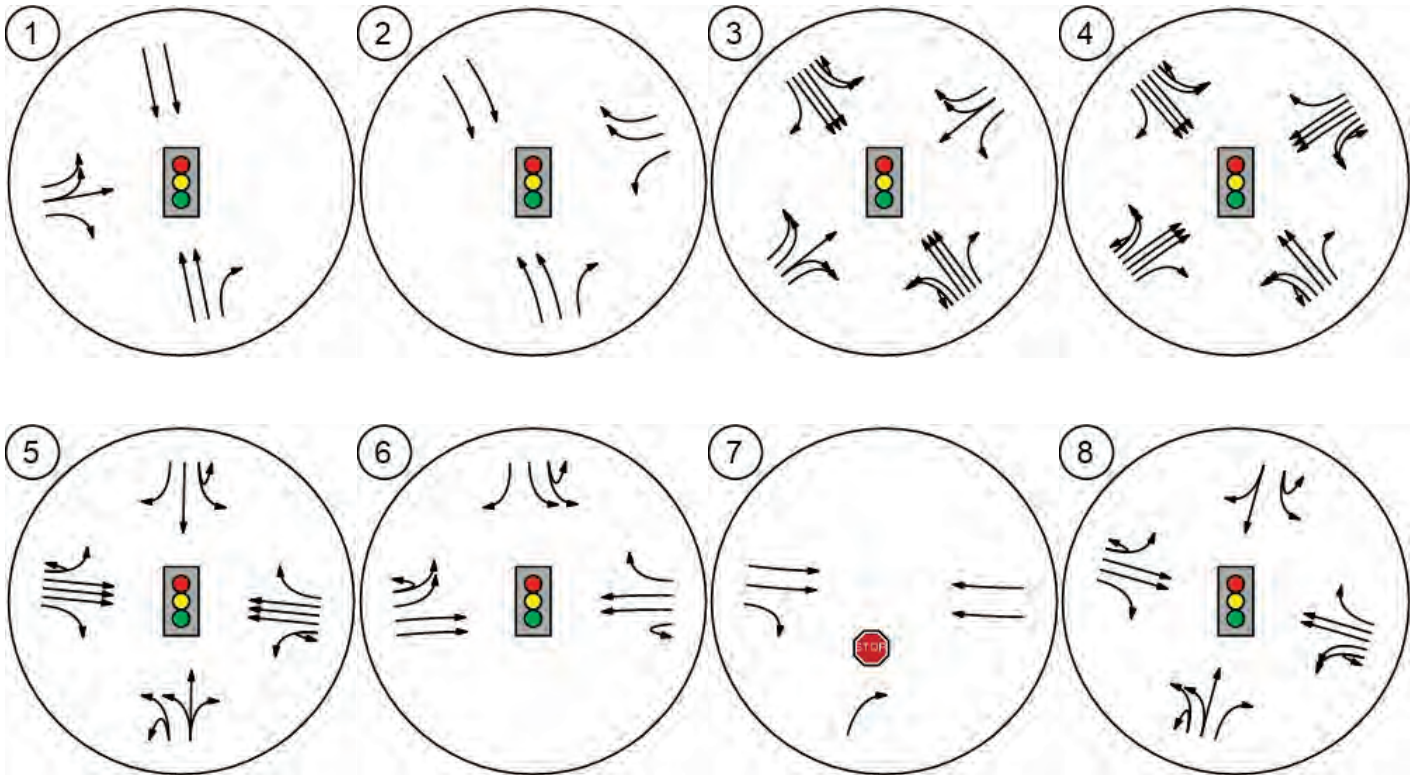
Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 85 | 1 | 78 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 82 | 1 | 76 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 80 | 1 | 74 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 76 | 1 | 69 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 67 | 1 | 62 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 66 | 1 | 61 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 66 | 1 | 60 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 60 | 1 | 55 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 58 | 1 | 54 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 58 | 1 | 53 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 50 | 1 | 46 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 47 | 1 | 43 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 46 | 1 | 42 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 34 | 1 | 31 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 34 | 1 | 31 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 24 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 14 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 14 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 8 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 5 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 3 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| Hours Met | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

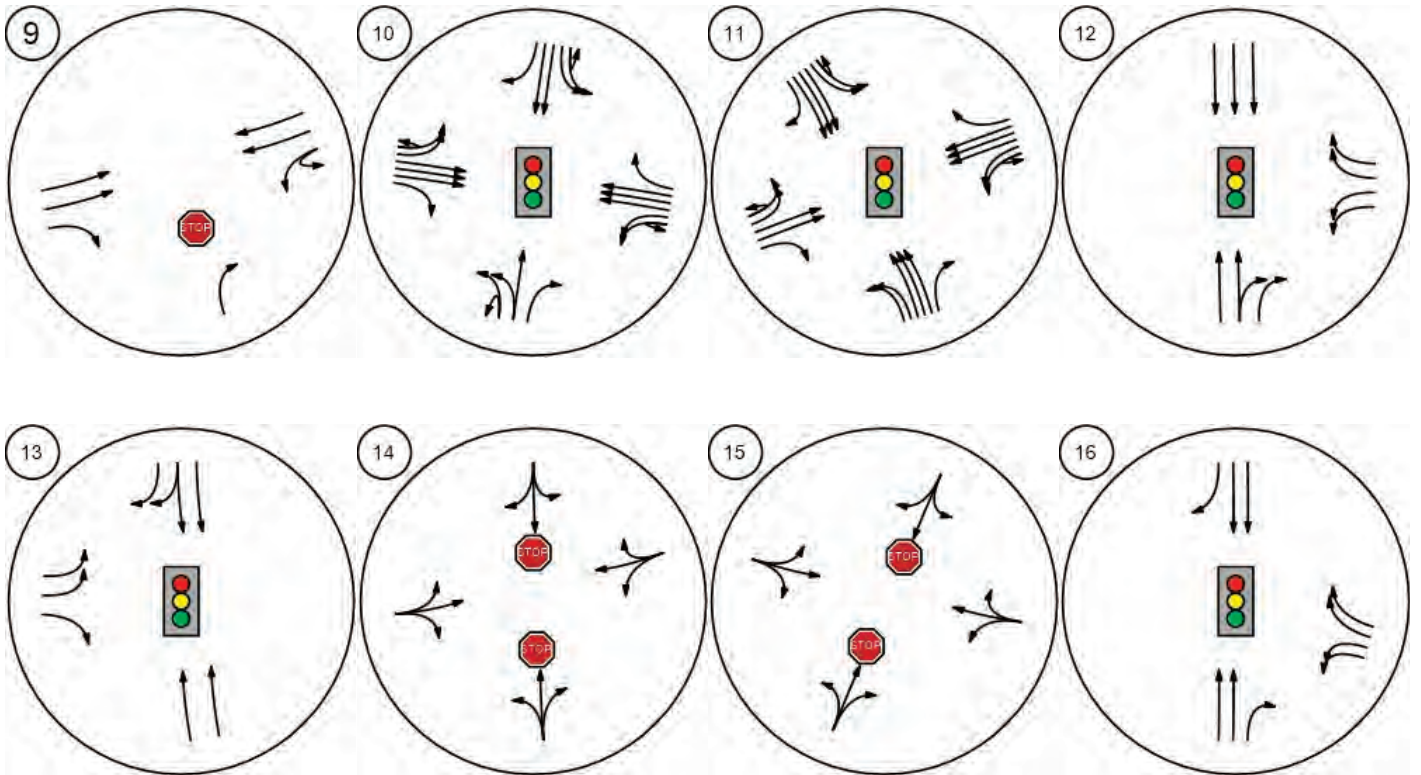
Warrant 3 Condition A

| Orientation | N | S |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 9.7 | 9.1 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:12 | 0:00 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 78 | 0 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 163 | 163 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

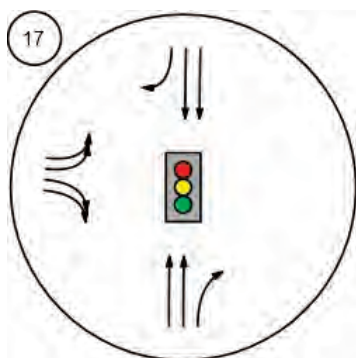
Lane Configuration and Traffic Control



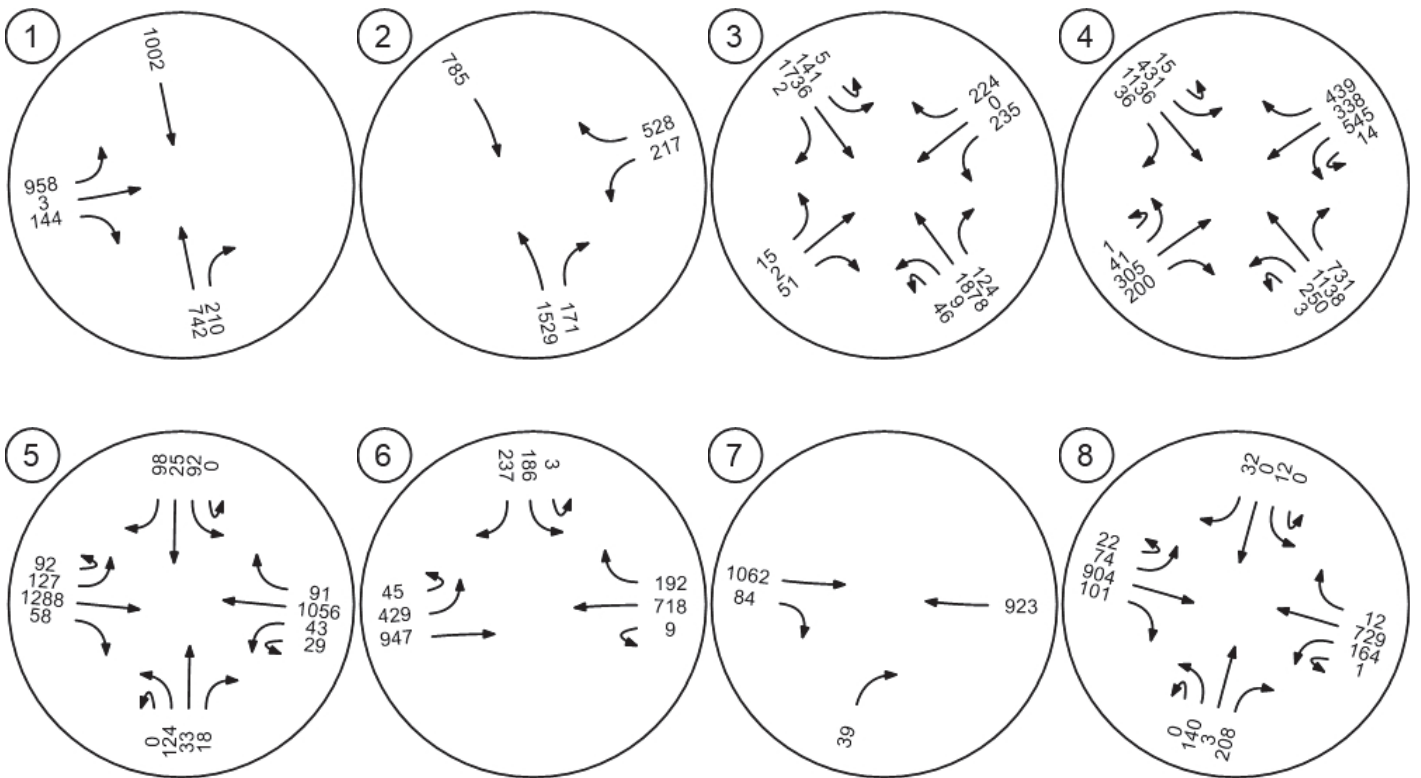
Lane Configuration and Traffic Control



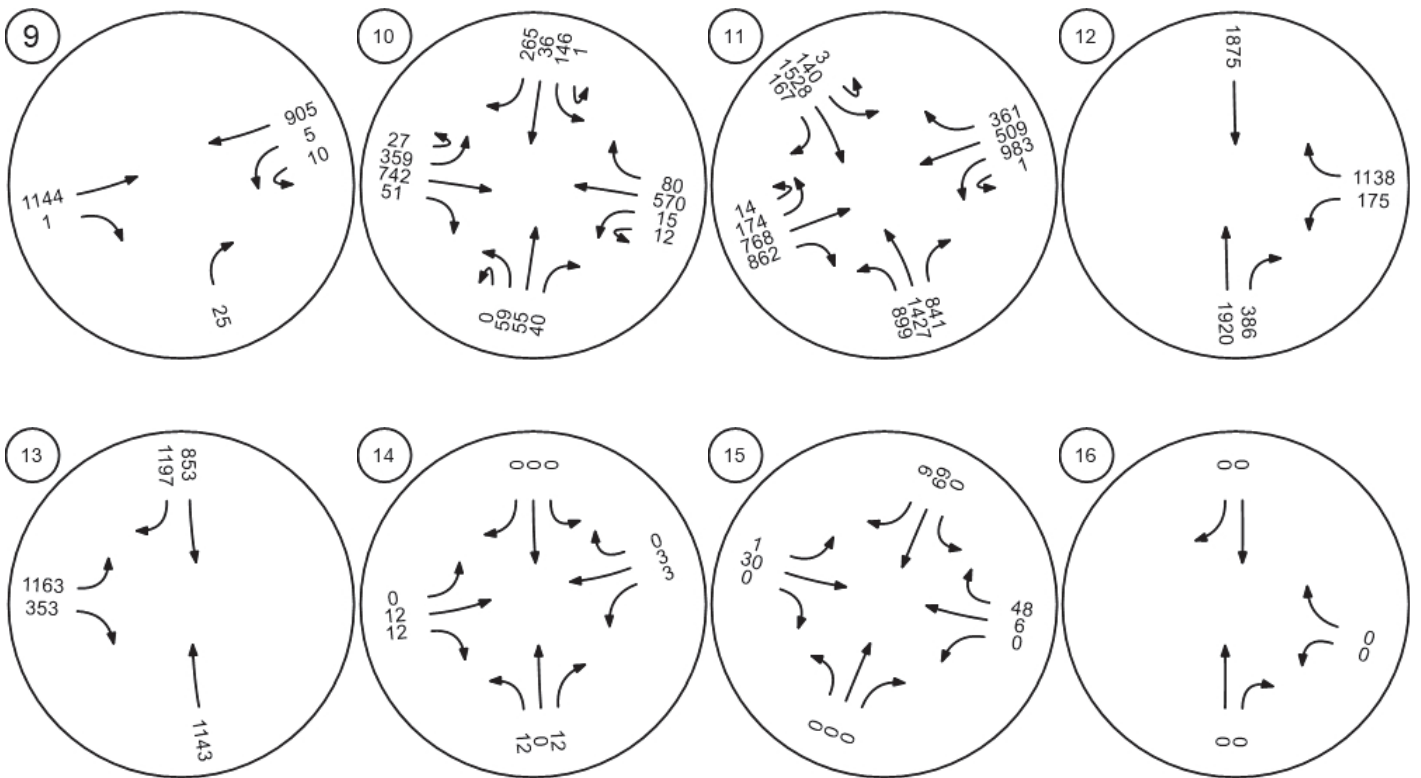
Lane Configuration and Traffic Control



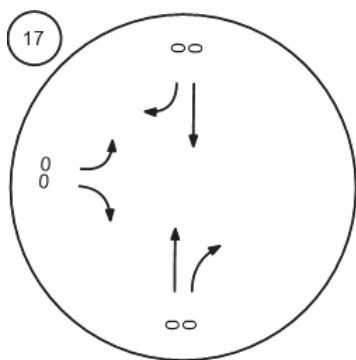
Traffic Volume - Base Volume



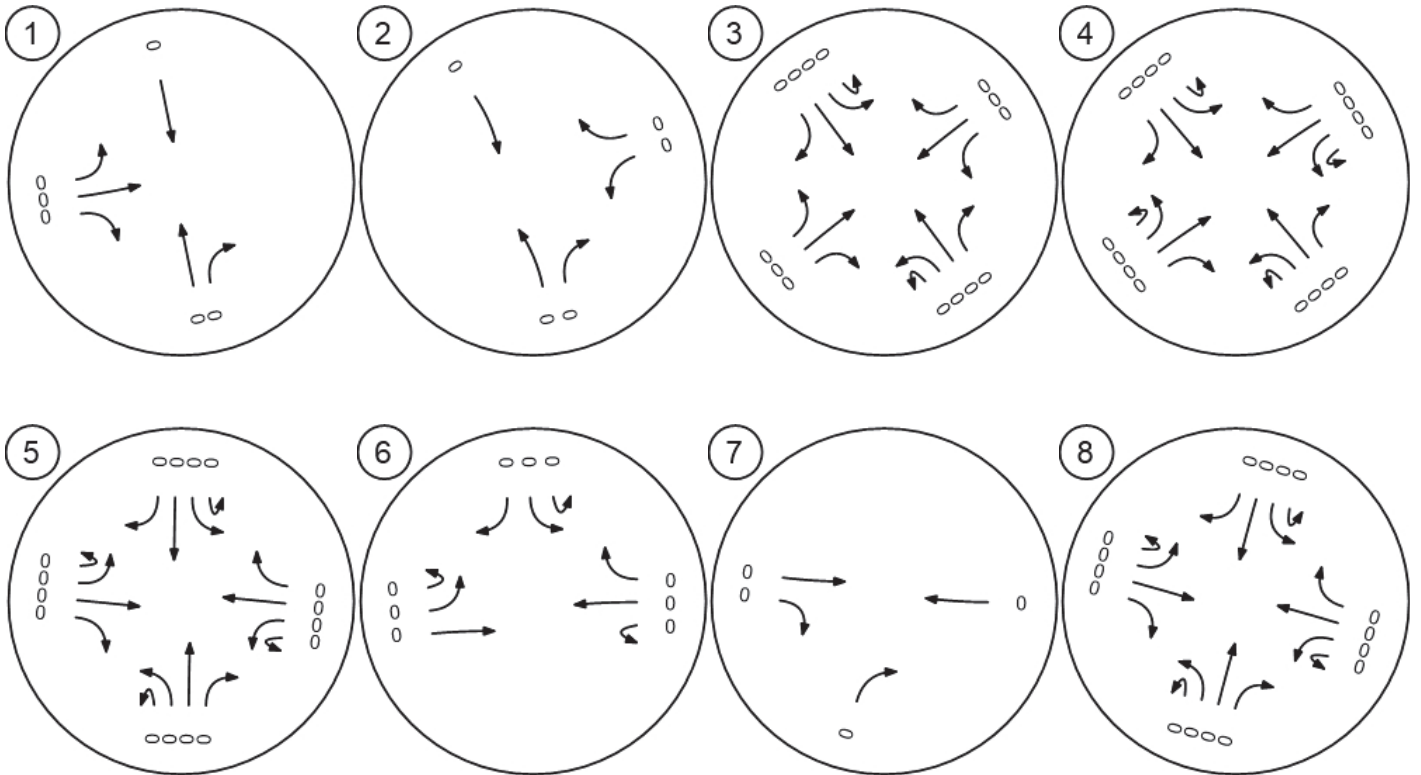
Traffic Volume - Base Volume



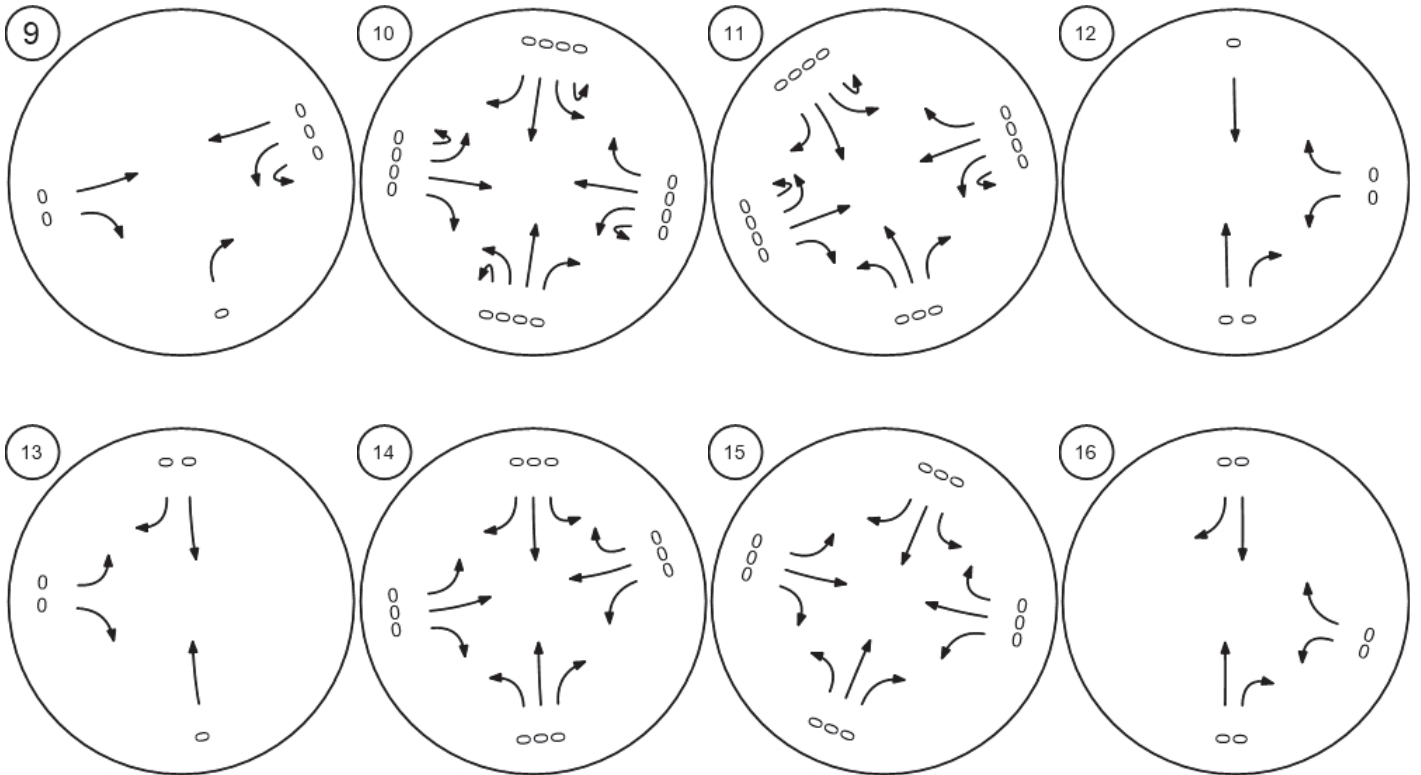
Traffic Volume - Base Volume



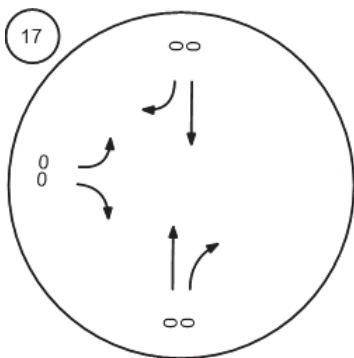
Traffic Volume - Net New Site Trips



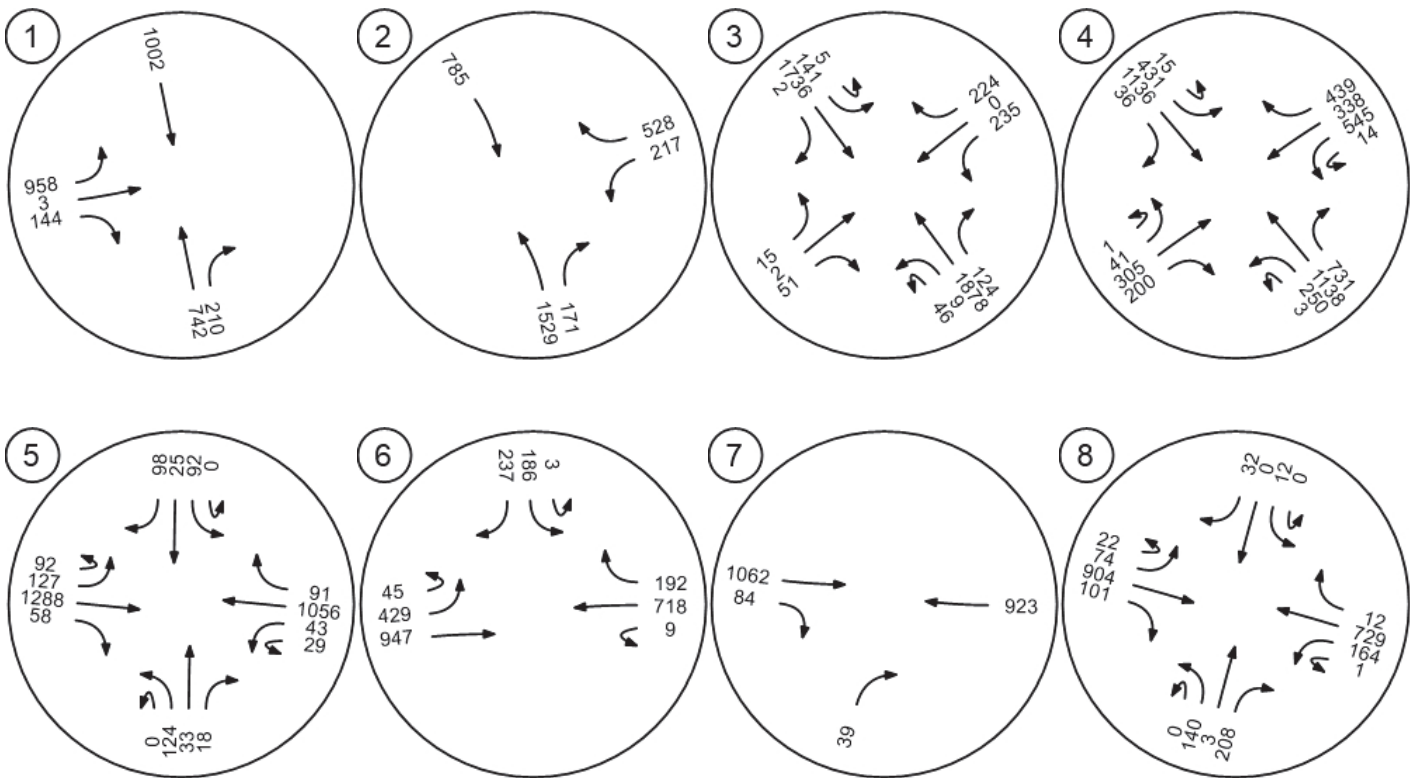
Traffic Volume - Net New Site Trips



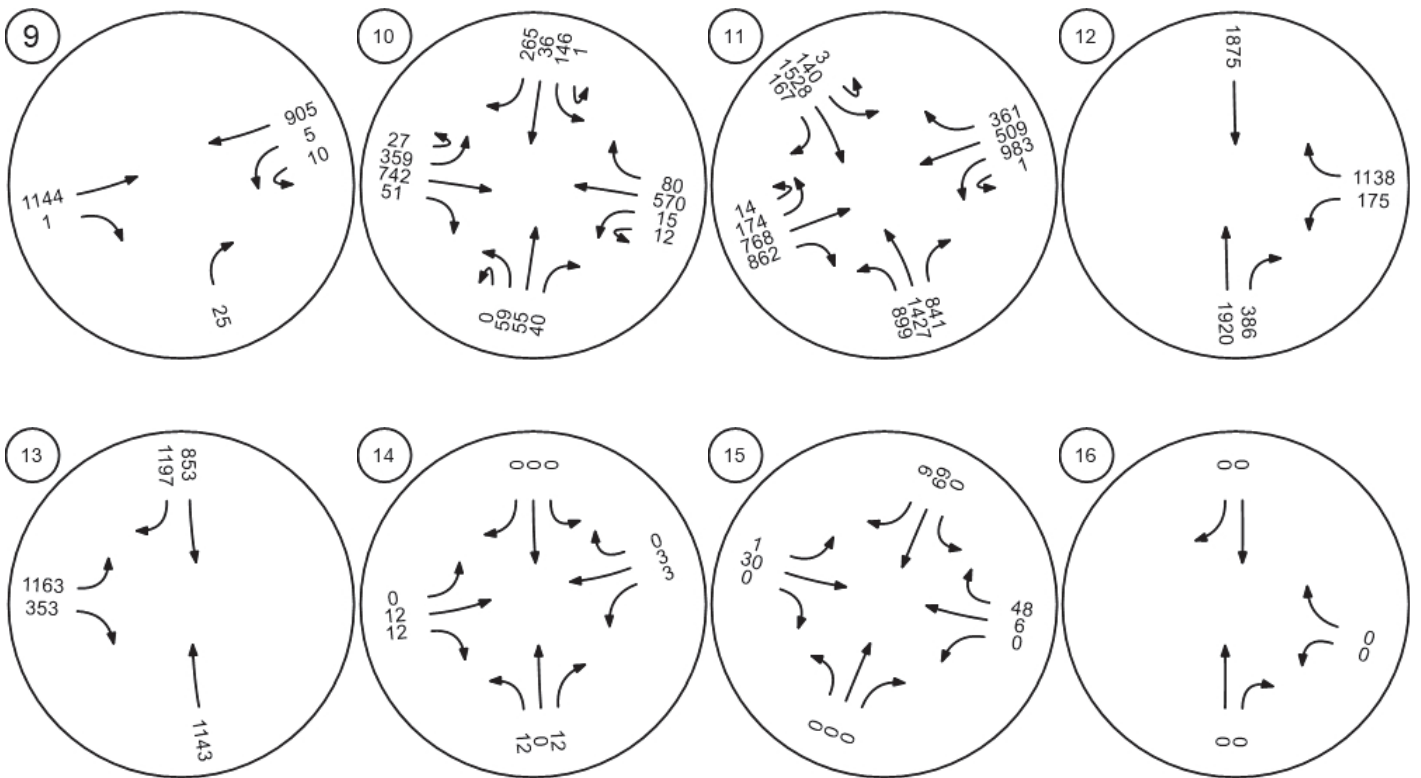
Traffic Volume - Net New Site Trips



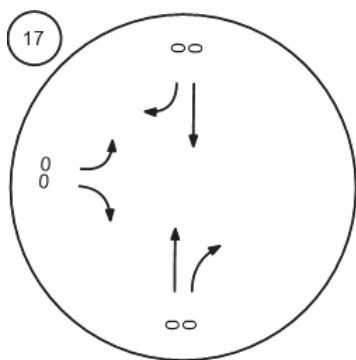
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 3 2026 AM

Report File: Z:\...\2026 AM With Proj Vistro Report.pdf

12/4/2021

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|-------------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Prairie City/US 50 EB | Signalized | HCM 6th Edition | EB Left | 0.902 | 15.3 | B |
| 2 | Prairie City/US 50 WB | Signalized | HCM 6th Edition | NB Thru | 1.091 | 60.8 | E |
| 3 | Prairie City/American Aggregates Rd | Signalized | HCM 6th Edition | NB Thru | 1.093 | 110.6 | F |
| 4 | Prairie City/Iron Point | Signalized | HCM 6th Edition | NB Thru | 1.064 | 125.2 | F |
| 5 | Iron Point/Grover | Signalized | HCM 6th Edition | EB U-T | 0.754 | 52.5 | D |
| 6 | Iron Pt/Oak Ave Pkwy | Signalized | HCM 6th Edition | EB Left | 0.553 | 37.1 | D |
| 7 | Iron Pt/ W Kaiser access | Two-way stop | HCM 6th Edition | NB Right | 0.060 | 12.4 | B |
| 8 | Iron Pt/Rowberry | Signalized | HCM 6th Edition | EB Left | 0.519 | 15.0 | B |
| 9 | Iron Pt/Safe Credit Union access | Two-way stop | HCM 6th Edition | WB U-T | 0.070 | 17.3 | C |
| 10 | Iron Pt/Broadstone | Signalized | HCM 6th Edition | WB Left | 0.332 | 16.4 | B |
| 11 | Iron Pt/E Bidwell | Signalized | HCM 6th Edition | NB Left | 0.880 | 68.0 | E |
| 12 | E Bidwell/WB 50 | Signalized | HCM 6th Edition | NB Thru | 1.040 | 47.0 | D |
| 13 | E Bidwell/EB 50 | Signalized | HCM 6th Edition | NB Thru | 0.818 | 12.9 | B |
| 14 | Lot 6 access | Two-way stop | HCM 6th Edition | NB Left | 0.006 | 9.2 | A |
| 15 | Lot 1 access | Two-way stop | HCM 6th Edition | SB Thru | 0.012 | 10.3 | B |
| 16 | Oak Ave Pkwy/WB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | A |
| 17 | Oak Ave Pkwy/EB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | 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: Prairie City/US 50 EB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 15.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.902 |

Intersection Setup

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\|r |  |  | \|\| |  |  | r\|r\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 50.00 | 100.0 | 100.0 | 100.0 | 470.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 1072 | 209 | 0 | 638 | 0 | 1157 | 2 | 193 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 2 | 0 | 3 | 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 | 42 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1072 | 167 | 0 | 640 | 0 | 1160 | 2 | 135 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.910 | 0.910 | 1.000 | 0.910 | 1.000 | 0.910 | 0.910 | 0.910 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 295 | 46 | 0 | 176 | 0 | 319 | 1 | 37 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 1178 | 184 | 0 | 703 | 0 | 1275 | 2 | 148 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 65 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Split | Split | Split | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | Yes | | | Yes | | | No | | | | |
| Maximum Recall | | No | | | No | | | No | | | | |
| Pedestrian Recall | | No | | | No | | | No | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | C | R | C | L | C | R |
|---|-------|-------|-------|-------|-------|------|
| C, Cycle Length [s] | 50 | 50 | 50 | 50 | 50 | 50 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 19 | 19 | 19 | 20 | 20 | 20 |
| g / C, Green / Cycle | 0.39 | 0.39 | 0.39 | 0.40 | 0.40 | 0.40 |
| (v / s)_i Volume / Saturation Flow Rate | 0.33 | 0.11 | 0.20 | 0.36 | 0.36 | 0.09 |
| s, saturation flow rate [veh/h] | 3589 | 1602 | 3589 | 1795 | 1795 | 1602 |
| c, Capacity [veh/h] | 1400 | 625 | 1400 | 727 | 727 | 649 |
| d1, Uniform Delay [s] | 13.78 | 10.46 | 11.51 | 13.68 | 13.68 | 9.71 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.18 | 0.18 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.54 | 0.10 | 0.10 | 5.85 | 5.84 | 0.07 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|-------|--------|-------|-------|-------|
| X, volume / capacity | 0.84 | 0.29 | 0.50 | 0.88 | 0.88 | 0.23 |
| d, Delay for Lane Group [s/veh] | 14.33 | 10.56 | 11.62 | 19.53 | 19.52 | 9.78 |
| Lane Group LOS | B | B | B | B | B | A |
| Critical Lane Group | Yes | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 4.95 | 1.17 | 2.44 | 6.46 | 6.46 | 0.88 |
| 50th-Percentile Queue Length [ft/ln] | 123.84 | 29.15 | 60.93 | 161.4 | 161.4 | 22.00 |
| 95th-Percentile Queue Length [veh/ln] | 8.60 | 2.10 | 4.39 | 10.63 | 10.62 | 1.58 |
| 95th-Percentile Queue Length [ft/ln] | 215.09 | 52.48 | 109.68 | 265.6 | 265.5 | 39.61 |

Movement, Approach, & Intersection Results

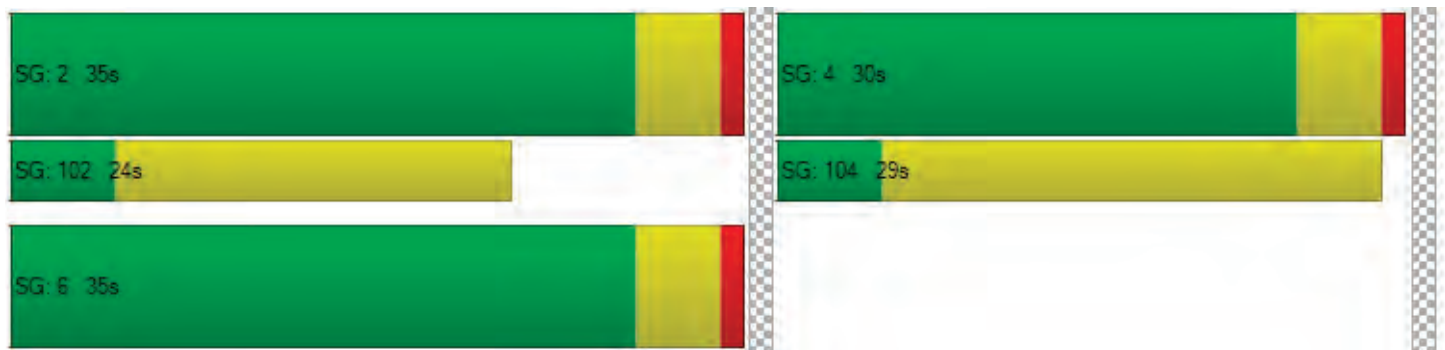
| | | | | | | | | | | | | |
|---------------------------------|------|-------|-------|------|-------|------|-------|-------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 14.33 | 10.56 | 0.00 | 11.62 | 0.00 | 19.53 | 19.52 | 9.78 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | B | | B | | B | B | A | | | |
| d_A, Approach Delay [s/veh] | | 13.82 | | | 11.62 | | | 18.52 | | | | 0.00 |
| Approach LOS | | B | | | B | | | B | | | | A |
| d_I, Intersection Delay [s/veh] | | 15.29 | | | | | | | | | | |
| Intersection LOS | | B | | | | | | | | | | |
| Intersection V/C | | 0.902 | | | | | | | | | | |

Other Modes

| | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | 0.0 | | 0.0 | | 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] | | 16.64 | | 0.00 | | 0.00 | | 16.64 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.781 | | 0.000 | | 0.000 | | 1.616 |
| Crosswalk LOS | | C | | F | | F | | 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] | | 1205 | | 1205 | | 1003 | | 0 |
| d_b, Bicycle Delay [s] | | 3.93 | | 3.93 | | 6.17 | | 24.82 |
| I_b,int, Bicycle LOS Score for Intersection | | 2.718 | | 2.140 | | 4.007 | | 4.132 |
| Bicycle LOS | | B | | B | | D | | D |

Sequence

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



**Intersection Level Of Service Report
Intersection 2: Prairie City/US 50 WB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 60.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.091 |

Intersection Setup

| Name | Prairie City | | Prairie City | | WB 50 off | |
|------------------------------|--------------|--------|--------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↑↑↗ | | ↑↑ | | ↖↖↖ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 400.00 | 100.00 | 100.00 | 600.00 | 600.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Prairie City | | Prairie City | | WB 50 off | |
|--|--------------|--------|--------------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 2052 | 177 | 0 | 443 | 195 | 855 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 3 | 0 | 0 | 2 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 171 |
| Total Hourly Volume [veh/h] | 2055 | 177 | 0 | 445 | 195 | 684 |
| Peak Hour Factor | 0.8800 | 0.8800 | 1.0000 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 584 | 50 | 0 | 126 | 55 | 194 |
| Total Analysis Volume [veh/h] | 2335 | 201 | 0 | 506 | 222 | 777 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Unsignalized | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|--------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 6 | 0 | 0 | 6 | 6 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 50 | 0 |
| Amber [s] | 4.1 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 56 | 0 |
| Vehicle Extension [s] | 1.5 | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 20 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.1 | 0.0 | 0.0 | 3.1 | 3.1 | 0.0 |
| Minimum Recall | Yes | | | Yes | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | L | R |
|---|-------|------|-------|-------|
| C, Cycle Length [s] | 87 | 87 | 87 | 87 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 50 | 50 | 26 | 26 |
| g / C, Green / Cycle | 0.58 | 0.58 | 0.31 | 0.31 |
| (v / s)_i Volume / Saturation Flow Rate | 0.66 | 0.14 | 0.13 | 0.28 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 1767 | 2791 |
| c, Capacity [veh/h] | 2036 | 2036 | 541 | 854 |
| d1, Uniform Delay [s] | 18.38 | 9.09 | 23.89 | 28.95 |
| k, delay calibration | 0.08 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 67.25 | 0.02 | 0.19 | 1.63 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | |
|---------------------------------------|---------|-------|--------|--------|
| X, volume / capacity | 1.15 | 0.25 | 0.41 | 0.91 |
| d, Delay for Lane Group [s/veh] | 85.63 | 9.11 | 24.07 | 30.57 |
| Lane Group LOS | F | A | C | C |
| Critical Lane Group | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 36.55 | 2.16 | 3.54 | 7.64 |
| 50th-Percentile Queue Length [ft/ln] | 913.72 | 54.06 | 88.54 | 191.09 |
| 95th-Percentile Queue Length [veh/ln] | 51.71 | 3.89 | 6.37 | 12.18 |
| 95th-Percentile Queue Length [ft/ln] | 1292.84 | 97.30 | 159.36 | 304.45 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|------|------|------|-------|-------|
| d_M, Delay for Movement [s/veh] | 85.63 | 0.00 | 0.00 | 9.11 | 24.07 | 30.57 |
| Movement LOS | F | | | A | C | C |
| d_A, Approach Delay [s/veh] | 85.63 | | 9.11 | | 29.13 | |
| Approach LOS | F | | A | | C | |
| d_I, Intersection Delay [s/veh] | 60.85 | | | | | |
| Intersection LOS | E | | | | | |
| Intersection V/C | 1.091 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 33.03 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 2.657 |
| Crosswalk LOS | F | F | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1175 | 1175 | 1175 |
| d_b, Bicycle Delay [s] | 7.38 | 7.38 | 7.38 |
| I_b,int, Bicycle LOS Score for Intersection | 3.486 | 1.977 | 1.560 |
| Bicycle LOS | C | A | A |

Sequence

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



Intersection Level Of Service Report
Intersection 3: Prairie City/American Aggregates Rd

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 110.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.093 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100 | 100 | 100 | 100 | 400 | 100 | 100 | 100 | 100.0 | 100.0 | 100.0 | 130.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | | No | | | | No | | | No | | |
| Crosswalk | No | | | | Yes | | | | Yes | | | Yes | | |

Volumes

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|--|--------------|------|------|------|--------------|------|------|------|-------|-------|-------|-------|-------|-------|
| | 24 | 129 | 228 | 471 | 8 | 735 | 145 | 40 | 0 | 0 | 5 | 241 | 3 | 351 |
| Base Volume Input [veh/h] | 24 | 129 | 228 | 471 | 8 | 735 | 145 | 40 | 0 | 0 | 5 | 241 | 3 | 351 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 3 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 256 |
| Total Hourly Volume [veh/h] | 24 | 129 | 228 | 367 | 8 | 735 | 146 | 40 | 0 | 0 | 0 | 241 | 3 | 95 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.810 | 0.810 | 0.810 | 0.810 | 0.810 | 0.810 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 7 | 40 | 706 | 113 | 2 | 227 | 452 | 12 | 0 | 0 | 0 | 74 | 1 | 29 |
| Total Analysis Volume [veh/h] | 30 | 159 | 282 | 453 | 10 | 907 | 180 | 49 | 0 | 0 | 0 | 298 | 4 | 117 |
| 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 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 9 | | | | 0 | | | 3 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 3 | | | | 0 | | | 9 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 1 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 1 | | | | 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] | 164 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Per | Per | Prot | Per | Per | Split | Split | Split | Split | Split | Split |
|------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 0 | 3 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 0 |
| Maximum Green [s] | 0 | 30 | 50 | 0 | 0 | 50 | 50 | 0 | 30 | 24 | 0 | 0 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 3.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 56 | 0 | 0 | 55 | 56 | 0 | 0 | 29 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 2.0 | 5.0 | 0.0 | 3.0 | 2.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 18 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 2.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | | | No | |
| Maximum Recall | | No | No | | | No | No | | | No | | | No | |
| Pedestrian Recall | | 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 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|-------|
| C, Cycle Length [s] | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.00 | 6.00 | 4.50 | 6.00 | 6.00 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.00 | 4.00 | 2.50 | 4.00 | 4.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 11 | 68 | 68 | 46 | 102 | 102 | 0 | 0 | 0 | 31 | 31 | 31 |
| g / C, Green / Cycle | 0.07 | 0.41 | 0.41 | 0.28 | 0.62 | 0.62 | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 | 0.19 |
| (v / s)_i Volume / Saturation Flow Rate | 0.05 | 0.55 | 0.28 | 0.27 | 0.35 | 0.03 | 0.00 | 0.00 | 0.00 | 0.17 | 0.04 | 0.04 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 1589 | 3459 | 5094 | 1589 | 3459 | 1870 | 1589 | 1781 | 1576 | 1559 |
| c, Capacity [veh/h] | 236 | 2100 | 655 | 968 | 3179 | 992 | 1 | 1 | 0 | 336 | 297 | 294 |
| d1, Uniform Delay [s] | 75.34 | 48.20 | 39.62 | 57.86 | 17.95 | 11.96 | 0.00 | 0.00 | 0.00 | 64.86 | 56.17 | 56.13 |
| k, delay calibration | 0.04 | 0.50 | 0.50 | 0.04 | 0.50 | 0.50 | 0.04 | 0.04 | 0.04 | 0.17 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.41 | 157.9 | 5.90 | 2.42 | 0.74 | 0.09 | 0.00 | 0.00 | 0.00 | 11.52 | 0.12 | 0.13 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|-------|
| X, volume / capacity | 0.80 | 1.34 | 0.69 | 0.95 | 0.57 | 0.05 | 0.00 | 0.00 | 0.00 | 0.89 | 0.20 | 0.20 |
| d, Delay for Lane Group [s/veh] | 77.75 | 206.1 | 45.52 | 60.28 | 18.70 | 12.05 | 0.00 | 0.00 | 0.00 | 76.37 | 56.30 | 56.26 |
| Lane Group LOS | E | F | D | E | B | B | A | A | A | E | E | E |
| Critical Lane Group | No | Yes | No | Yes | No | No | No | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 4.04 | 59.16 | 16.20 | 19.00 | 13.49 | 0.75 | 0.00 | 0.00 | 0.00 | 13.27 | 2.17 | 2.14 |
| 50th-Percentile Queue Length [ft/ln] | 100.8 | 1478. | 405.0 | 474.9 | 337.1 | 18.63 | 0.00 | 0.00 | 0.00 | 331.8 | 54.15 | 53.59 |
| 95th-Percentile Queue Length [veh/ln] | 7.26 | 86.60 | 22.80 | 26.14 | 19.51 | 1.34 | 0.00 | 0.00 | 0.00 | 19.25 | 3.90 | 3.86 |
| 95th-Percentile Queue Length [ft/ln] | 181.5 | 2165. | 570.0 | 653.6 | 487.7 | 33.54 | 0.00 | 0.00 | 0.00 | 481.2 | 97.47 | 96.46 |

Movement, Approach, & Intersection Results

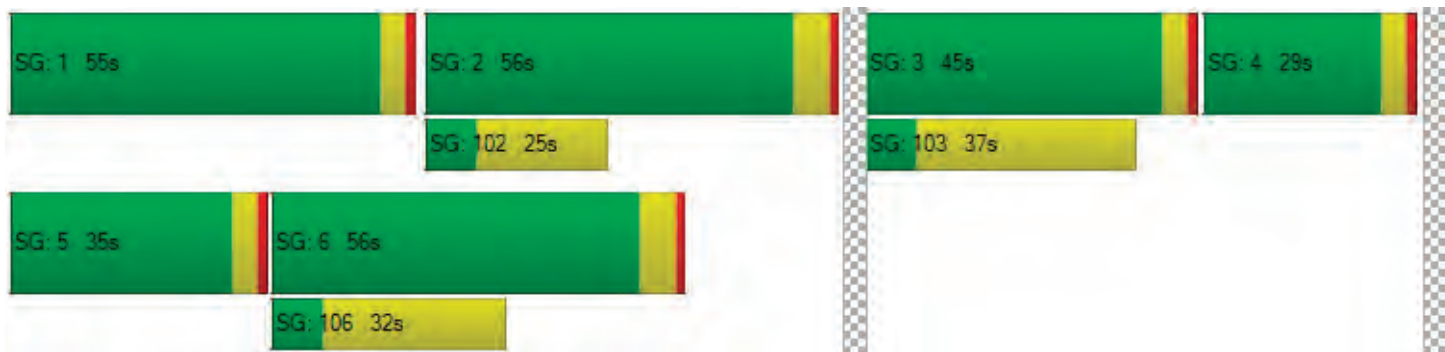
| | | | | | | | | | | | | | | |
|---------------------------------|--------|------|------|-------|------|------|------|------|------|-------|------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 77.7 | 77.7 | 206. | 45.5 | 60.2 | 60.2 | 18.7 | 12.0 | 0.00 | 0.00 | 0.00 | 76.37 | 56.30 | 56.28 |
| Movement LOS | E | E | F | D | E | E | B | B | A | A | A | E | E | E |
| d_A, Approach Delay [s/veh] | 178.12 | | | 32.34 | | | 0.00 | | | 70.57 | | | | |
| Approach LOS | F | | | C | | | A | | | E | | | | |
| d_I, Intersection Delay [s/veh] | 110.63 | | | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | | | |
| Intersection V/C | 1.093 | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 | 11.0 |
| 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 | 71.38 | 71.38 | 71.38 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.524 | 2.524 | 3.110 |
| Crosswalk LOS | F | D | B | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 610 | 610 | 299 | 494 |
| d_b, Bicycle Delay [s] | 39.63 | 39.63 | 59.34 | 46.51 |
| I_b,int, Bicycle LOS Score for Intersection | 3.506 | 2.585 | 1.568 | 2.673 |
| Bicycle LOS | D | B | A | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 125.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.064 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 262 | 161 | 763 | 6 | 347 | 142 | 87 | 3 | 23 | 319 | 173 | 6 | 630 | 346 | 456 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 3 | 8 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 262 | 161 | 766 | 6 | 350 | 142 | 87 | 3 | 23 | 320 | 173 | 6 | 642 | 349 | 464 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 79 | 486 | 231 | 2 | 105 | 430 | 26 | 1 | 7 | 96 | 52 | 2 | 193 | 105 | 140 |
| Total Analysis Volume [veh/h] | 4 | 316 | 194 | 923 | 7 | 422 | 172 | 105 | 4 | 28 | 386 | 208 | 7 | 773 | 420 | 559 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 2 | | | | 7 | | | | 42 | | | | 3 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 42 | | | | 3 | | | | 2 | | | | 7 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 5 | | | | 40 | | | | 4 | | | | 14 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 14 | | | | 4 | | | | 40 | | | | 5 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 40 | 0 | 0 | 35 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 40 | 0 | 0 | 40 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 6.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 6.6 | 0.0 | 0.0 | 2.0 | 5.9 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|--------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 185 | 185 | 185 | 185 | 185 | 185 | 185 | 185 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 19 | 74 | 25 | 79 | 3 | 31 | 35 | 63 |
| g / C, Green / Cycle | 0.10 | 0.40 | 0.13 | 0.43 | 0.02 | 0.17 | 0.19 | 0.34 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.55 | 0.12 | 0.34 | 0.01 | 0.08 | 0.23 | 0.08 |
| s, saturation flow rate [veh/h] | 3459 | 3560 | 3459 | 5094 | 3459 | 5094 | 3459 | 5094 |
| c, Capacity [veh/h] | 361 | 1424 | 464 | 2175 | 59 | 846 | 663 | 1735 |
| d1, Uniform Delay [s] | 81.78 | 55.51 | 79.20 | 45.86 | 90.20 | 69.63 | 74.77 | 43.83 |
| k, delay calibration | 0.04 | 0.50 | 0.04 | 0.50 | 0.04 | 0.55 | 0.09 | 0.37 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.96 | 169.15 | 3.49 | 3.03 | 2.81 | 1.96 | 82.02 | 0.25 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|---------|--------|--------|-------|--------|--------|--------|
| X, volume / capacity | 0.89 | 1.37 | 0.93 | 0.79 | 0.54 | 0.46 | 1.18 | 0.24 |
| d, Delay for Lane Group [s/veh] | 84.74 | 224.66 | 82.68 | 48.89 | 93.01 | 71.59 | 156.79 | 44.08 |
| Lane Group LOS | F | F | F | D | F | E | F | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 7.76 | 66.62 | 10.42 | 23.59 | 0.79 | 5.72 | 23.42 | 4.77 |
| 50th-Percentile Queue Length [ft/ln] | 193.92 | 1665.53 | 260.42 | 589.80 | 19.82 | 143.02 | 585.57 | 119.19 |
| 95th-Percentile Queue Length [veh/ln] | 12.32 | 97.27 | 15.71 | 31.56 | 1.43 | 9.64 | 34.08 | 8.35 |
| 95th-Percentile Queue Length [ft/ln] | 308.11 | 2431.67 | 392.74 | 788.95 | 35.67 | 241.08 | 851.95 | 208.71 |

Movement, Approach, & Intersection Results

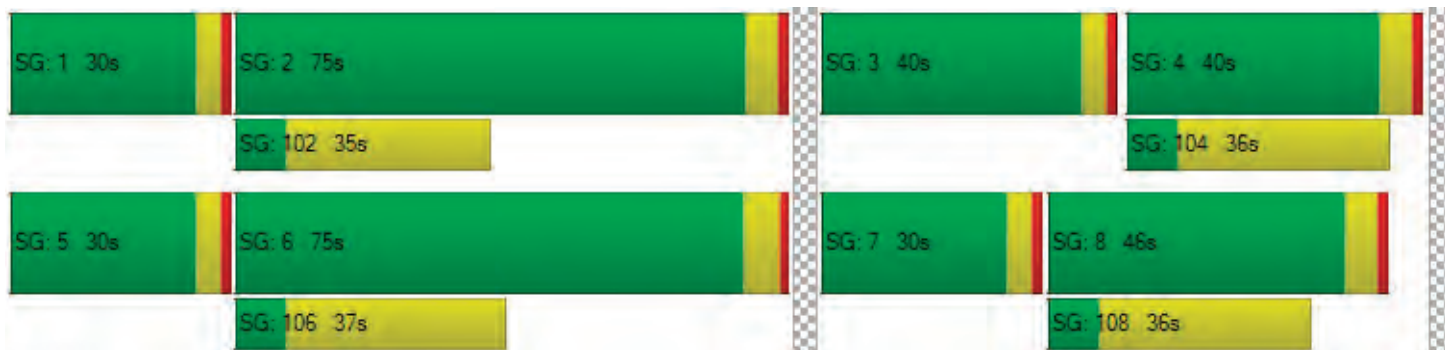
| | | | | | | | | | | | | | | | | |
|---------------------------------|--------|------|------|------|-------|------|------|------|-------|------|------|------|--------|------|------|------|
| d_M, Delay for Movement [s/veh] | 84.7 | 84.7 | 224. | 0.00 | 82.6 | 82.6 | 48.8 | 0.00 | 93.0 | 93.0 | 71.5 | 0.00 | 156. | 156. | 44.0 | 0.00 |
| Movement LOS | F | F | F | | F | F | D | | F | F | E | | F | F | D | |
| d_A, Approach Delay [s/veh] | 204.89 | | | | 55.63 | | | | 73.23 | | | | 117.34 | | | |
| Approach LOS | F | | | | E | | | | E | | | | F | | | |
| d_I, Intersection Delay [s/veh] | 125.17 | | | | | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | | | | | |
| Intersection V/C | 1.064 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 122.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 81.84 | 81.84 | 81.84 | 81.84 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.399 | 3.330 | 3.113 | 3.196 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 751 | 746 | 373 | 438 |
| d_b, Bicycle Delay [s] | 36.06 | 36.38 | 61.23 | 56.44 |
| I_b,int, Bicycle LOS Score for Intersection | 3.425 | 2.509 | 1.774 | 1.794 |
| Bicycle LOS | C | 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 5: Iron Point/Grover**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 52.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.754 |

Intersection Setup

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | | | | | | | | | | | | | | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 100. | 100. | 100. | 200. | 200. | 100. | 100. | 230. | 210. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | No | | | |

Volumes

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|--------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 160 | 59 | 23 | 0 | 147 | 85 | 180 | 128 | 83 | 938 | 167 | 32 | 169 | 961 | 132 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 23 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 54 |
| Total Hourly Volume [veh/h] | 0 | 160 | 59 | 15 | 0 | 148 | 85 | 131 | 128 | 83 | 945 | 70 | 32 | 170 | 984 | 80 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 53 | 20 | 5 | 0 | 49 | 28 | 44 | 43 | 28 | 315 | 23 | 11 | 57 | 328 | 27 |
| Total Analysis Volume [veh/h] | 0 | 213 | 79 | 20 | 0 | 197 | 113 | 175 | 171 | 111 | 126 | 93 | 43 | 227 | 131 | 107 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 510 | | | | 20 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 20 | | | | 510 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 11 | | | | 19 | | | | 3 | | | | 172 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 3 | | | | 172 | | | | 11 | | | | 19 | | | |
| 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 | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 0 | 0 | 3 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 30 | 69 | 0 | 0 | 30 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 15 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|----|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 27 |
| Pedestrian Clearance [s] | 30 |

Lane Group Calculations

| Lane Group | L | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 156 | 156 | 156 | 156 | 156 | 156 | 156 | 156 | 156 | 156 | 156 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 16 | 16 | 40 | 40 | 40 | 26 | 56 | 56 | 25 | 55 | 55 |
| g / C, Green / Cycle | 0.10 | 0.10 | 0.26 | 0.26 | 0.26 | 0.17 | 0.36 | 0.36 | 0.16 | 0.35 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.09 | 0.11 | 0.06 | 0.17 | 0.16 | 0.25 | 0.06 | 0.15 | 0.26 | 0.09 |
| s, saturation flow rate [veh/h] | 1781 | 1796 | 1781 | 1870 | 1011 | 1781 | 5094 | 1558 | 1781 | 5094 | 1247 |
| c, Capacity [veh/h] | 180 | 181 | 458 | 480 | 260 | 303 | 1823 | 558 | 291 | 1789 | 438 |
| d1, Uniform Delay [s] | 68.94 | 68.93 | 48.32 | 45.74 | 48.29 | 63.70 | 42.63 | 34.08 | 64.21 | 44.12 | 35.12 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.16 | 0.28 | 0.19 | 0.19 | 0.25 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.75 | 4.68 | 0.24 | 0.09 | 4.52 | 24.77 | 0.81 | 0.24 | 23.02 | 1.02 | 0.49 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.86 | 0.86 | 0.43 | 0.24 | 0.67 | 0.93 | 0.69 | 0.17 | 0.93 | 0.73 | 0.24 |
| d, Delay for Lane Group [s/veh] | 73.69 | 73.61 | 48.56 | 45.83 | 52.82 | 88.47 | 43.45 | 34.32 | 87.22 | 45.13 | 35.61 |
| Lane Group LOS | E | E | D | D | D | F | D | C | F | D | D |
| Critical Lane Group | Yes | No | No | No | Yes | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.36 | 6.40 | 6.50 | 3.52 | 6.07 | 13.13 | 14.01 | 2.49 | 12.45 | 14.98 | 2.94 |
| 50th-Percentile Queue Length [ft/ln] | 159.01 | 160.12 | 162.4 | 88.11 | 151.7 | 328.3 | 350.1 | 62.31 | 311.1 | 374.4 | 73.60 |
| 95th-Percentile Queue Length [veh/ln] | 10.50 | 10.56 | 10.68 | 6.34 | 10.11 | 19.08 | 20.15 | 4.49 | 18.23 | 21.33 | 5.30 |
| 95th-Percentile Queue Length [ft/ln] | 262.41 | 263.88 | 266.9 | 158.6 | 252.7 | 476.9 | 503.6 | 112.1 | 455.8 | 533.1 | 132.4 |

Movement, Approach, & Intersection Results

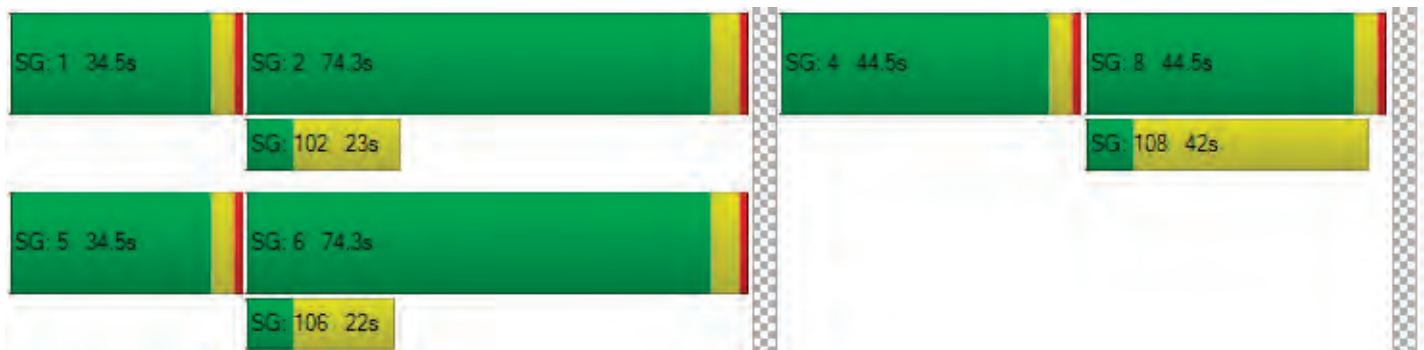
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 73.6 | 73.6 | 73.6 | 73.6 | 48.5 | 48.5 | 45.8 | 52.8 | 88.4 | 88.4 | 43.4 | 34.3 | 87.2 | 87.2 | 45.1 | 35.6 |
| Movement LOS | E | E | E | E | D | D | D | D | F | F | D | C | F | F | D | D |
| d_A, Approach Delay [s/veh] | 73.65 | | | | 49.46 | | | | 50.69 | | | | 51.26 | | | |
| Approach LOS | E | | | | D | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 52.52 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.754 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|--------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 11.0 | | | | 0.0 | | | |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 277.77 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| d_p, Pedestrian Delay [s] | 67.15 | | | | 67.15 | | | | 67.15 | | | | 0.00 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.254 | | | | 2.443 | | | | 3.314 | | | | 0.000 | | | |
| Crosswalk LOS | B | | | | B | | | | C | | | | F | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 514 | | | | 514 | | | | 887 | | | | 887 | | | |
| d_b, Bicycle Delay [s] | 42.90 | | | | 42.90 | | | | 24.07 | | | | 24.07 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.736 | | | | 2.116 | | | | 2.451 | | | | 2.495 | | | |
| Bicycle LOS | A | | | | B | | | | B | | | | B | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 6: Iron Pt/Oak Ave Pkwy**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 37.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.553 |

Intersection Setup

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|------------------------------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | T T T | | | T T T | | | T T T | | |
| Turning Movement | U-turn | Left | Right | U-turn | Left | Thru | U-turn | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 200.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 250.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | |
| Crosswalk | Yes | | | No | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|--|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 307 | 551 | 2 | 376 | 641 | 29 | 633 | 99 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 26 | 12 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 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 |
| Total Hourly Volume [veh/h] | 3 | 312 | 551 | 2 | 376 | 649 | 29 | 659 | 111 |
| Peak Hour Factor | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 | 0.7800 |
| Other Adjustment Factor | 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 | 100 | 177 | 1 | 121 | 208 | 9 | 211 | 36 |
| Total Analysis Volume [veh/h] | 4 | 400 | 706 | 3 | 482 | 832 | 37 | 845 | 142 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 106 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fixed time |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissi | Permissi | Unsignali | Permissi | Protecte | Permissi | Protecte | Permissi | Unsignali |
|------------------------------|----------|----------|-----------|----------|----------|----------|----------|----------|-----------|
| Signal Group | 0 | 8 | 0 | 0 | 5 | 2 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | |
| Lead / Lag | - | Lead | - | - | Lead | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 10 | 5 | 10 | 0 |
| Maximum Green [s] | 0 | 25 | 0 | 0 | 25 | 40 | 25 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 3.5 | 5.3 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 46 | 30 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.3 | 2.0 | 5.4 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 27 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 2.5 | 4.3 | 0.0 |
| Minimum Recall | | No | | | No | Yes | No | Yes | |
| Maximum Recall | | No | | | No | No | No | No | |
| Pedestrian Recall | | 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 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 7 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | L | C | L | C |
|---|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 114 | 114 | 114 | 114 | 114 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 5.30 | 4.50 | 6.30 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 3.30 | 2.50 | 4.30 |
| g_i, Effective Green Time [s] | 26 | 26 | 41 | 26 | 40 |
| g / C, Green / Cycle | 0.22 | 0.22 | 0.36 | 0.22 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.12 | 0.14 | 0.23 | 0.02 | 0.24 |
| s, saturation flow rate [veh/h] | 3459 | 3459 | 3560 | 1781 | 3560 |
| c, Capacity [veh/h] | 774 | 774 | 1271 | 398 | 1240 |
| d1, Uniform Delay [s] | 38.90 | 39.95 | 30.75 | 35.08 | 31.75 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.51 | 3.82 | 2.64 | 0.46 | 3.04 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | |
|---------------------------------------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.52 | 0.63 | 0.65 | 0.09 | 0.68 |
| d, Delay for Lane Group [s/veh] | 41.41 | 43.78 | 33.39 | 35.54 | 34.79 |
| Lane Group LOS | D | D | C | D | C |
| Critical Lane Group | Yes | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 5.23 | 6.53 | 9.95 | 0.87 | 10.36 |
| 50th-Percentile Queue Length [ft/ln] | 130.83 | 163.28 | 248.83 | 21.78 | 258.99 |
| 95th-Percentile Queue Length [veh/ln] | 8.98 | 10.72 | 15.13 | 1.57 | 15.64 |
| 95th-Percentile Queue Length [ft/ln] | 224.62 | 268.06 | 378.18 | 39.20 | 390.95 |

Movement, Approach, & Intersection Results

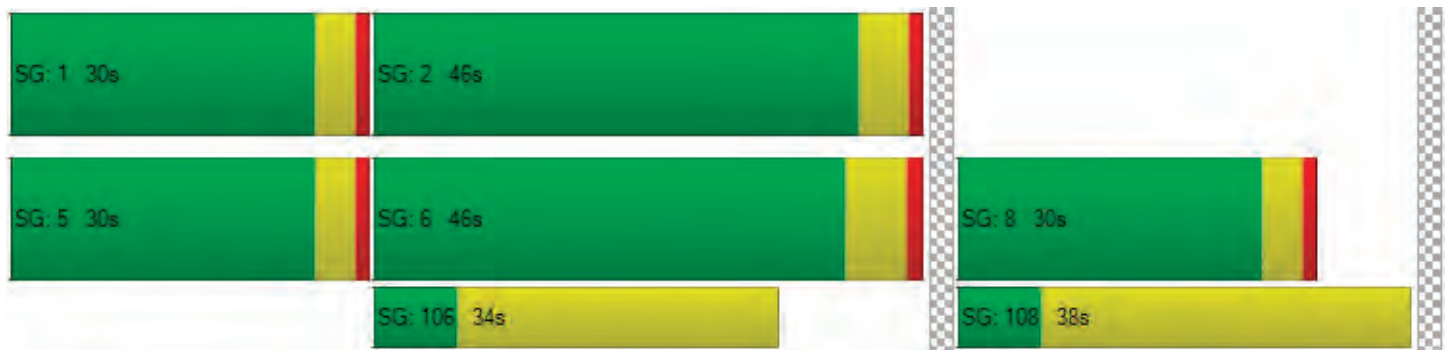
| | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 41.41 | 41.41 | 0.00 | 43.78 | 43.78 | 33.39 | 35.54 | 34.79 | 0.00 |
| Movement LOS | D | D | | D | D | C | D | C | |
| d_A, Approach Delay [s/veh] | 41.41 | | 37.21 | | | 34.82 | | | |
| Approach LOS | D | | D | | | C | | | |
| d_I, Intersection Delay [s/veh] | 37.05 | | | | | | | | |
| Intersection LOS | D | | | | | | | | |
| Intersection V/C | 0.553 | | | | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 46.53 | 0.00 | 46.53 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.608 | 0.000 | 2.900 |
| Crosswalk LOS | B | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 447 | 714 | 696 |
| d_b, Bicycle Delay [s] | 34.35 | 23.57 | 24.21 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.248 | 2.287 |
| Bicycle LOS | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 7: Iron Pt/ W Kaiser access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.060 |

Intersection Setup

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|------------------------------|-----------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|---|-----------------|--------|---------|--------|---------|--------|
| Base Volume Input [veh/h] | 0 | 27 | 874 | 150 | 0 | 744 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 4 | 9 | 0 | 38 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment 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 | 27 | 878 | 159 | 0 | 782 |
| Peak Hour Factor | 1.0000 | 0.8800 | 0.8800 | 0.8800 | 1.0000 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 8 | 249 | 45 | 0 | 222 |
| Total Analysis Volume [veh/h] | 0 | 31 | 998 | 181 | 0 | 889 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.06 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 12.41 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 4.77 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.41 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.18 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 8: Iron Pt/Rowberry**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 15.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.519 |

Intersection Setup

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T | | | | T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 220. | 100. | 100. | 100. | 30.0 | 100. | 100. | 100. | 100. | 325. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | No | | | | Yes | | | |

Volumes

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|--|----------|------|------|------|----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | 0 | 70 | 0 | 102 | 0 | 18 | 8 | 79 | 12 | 46 | 713 | 130 | 14 | 261 | 583 | 18 |
| Base Volume Input [veh/h] | 0 | 70 | 0 | 102 | 0 | 18 | 8 | 79 | 12 | 46 | 713 | 130 | 14 | 261 | 583 | 18 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 38 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 108 | 0 | 38 | 0 | 18 | 8 | 21 | 12 | 46 | 717 | 123 | 14 | 266 | 583 | 18 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 29 | 0 | 10 | 0 | 5 | 2 | 6 | 3 | 12 | 193 | 33 | 4 | 72 | 157 | 5 |
| Total Analysis Volume [veh/h] | 0 | 116 | 0 | 41 | 0 | 19 | 9 | 23 | 13 | 49 | 771 | 132 | 15 | 286 | 627 | 19 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 150 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 40 | 0 | 0 | 25 | 40 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 45 | 0 | 0 | 30 | 45 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|
| C, Cycle Length [s] | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 4 | 4 | 4 | 3 | 3 | 3 | 18 | 18 | 6 | 22 | 22 |
| g / C, Green / Cycle | 0.09 | 0.09 | 0.09 | 0.05 | 0.05 | 0.06 | 0.36 | 0.36 | 0.13 | 0.43 | 0.43 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.03 | 0.03 | 0.01 | 0.02 | 0.03 | 0.22 | 0.08 | 0.09 | 0.18 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 1781 | 1589 | 1781 | 1659 | 1781 | 3560 | 1589 | 3459 | 3560 | 1589 |
| c, Capacity [veh/h] | 157 | 157 | 140 | 91 | 85 | 104 | 1296 | 579 | 437 | 1540 | 687 |
| d1, Uniform Delay [s] | 21.84 | 21.84 | 21.69 | 23.12 | 23.32 | 23.36 | 13.12 | 11.21 | 21.24 | 9.94 | 8.29 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.54 | 0.54 | 0.42 | 0.41 | 1.02 | 2.05 | 0.75 | 0.34 | 0.72 | 0.30 | 0.03 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| X, volume / capacity | 0.37 | 0.37 | 0.29 | 0.21 | 0.38 | 0.60 | 0.59 | 0.23 | 0.69 | 0.41 | 0.03 |
| d, Delay for Lane Group [s/veh] | 22.37 | 22.37 | 22.11 | 23.54 | 24.34 | 25.40 | 13.87 | 11.55 | 21.96 | 10.24 | 8.31 |
| Lane Group LOS | C | C | C | C | C | C | B | B | C | B | A |
| Critical Lane Group | Yes | No | No | No | Yes | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 0.62 | 0.62 | 0.44 | 0.21 | 0.37 | 0.73 | 3.12 | 0.93 | 1.60 | 2.01 | 0.10 |
| 50th-Percentile Queue Length [ft/ln] | 15.50 | 15.50 | 10.88 | 5.29 | 9.15 | 18.14 | 78.08 | 23.22 | 39.91 | 50.24 | 2.59 |
| 95th-Percentile Queue Length [veh/ln] | 1.12 | 1.12 | 0.78 | 0.38 | 0.66 | 1.31 | 5.62 | 1.67 | 2.87 | 3.62 | 0.19 |
| 95th-Percentile Queue Length [ft/ln] | 27.90 | 27.90 | 19.59 | 9.53 | 16.46 | 32.64 | 140.5 | 41.80 | 71.84 | 90.43 | 4.66 |

Movement, Approach, & Intersection Results

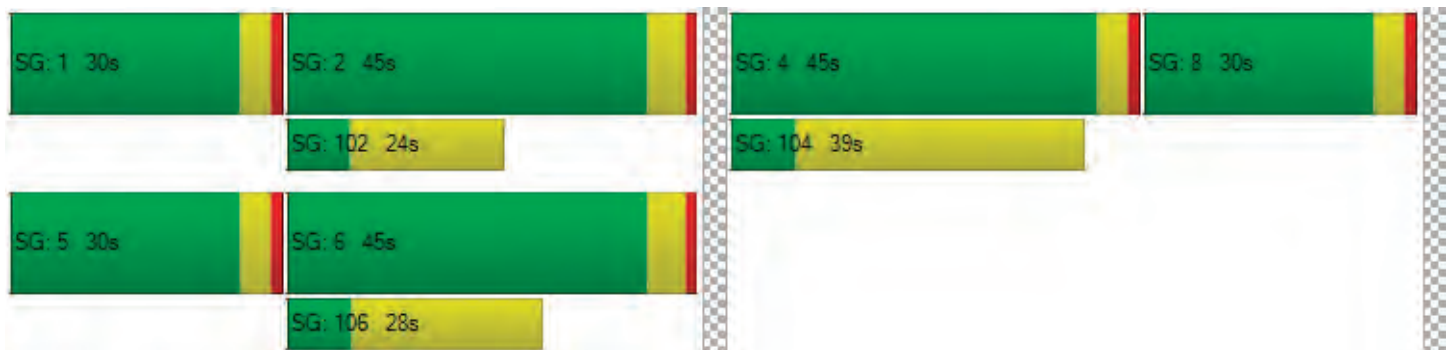
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 22.3 | 22.3 | 22.3 | 22.1 | 23.5 | 23.5 | 24.3 | 24.3 | 25.4 | 25.4 | 13.8 | 11.5 | 21.9 | 21.9 | 10.2 | 8.31 |
| Movement LOS | C | C | C | C | C | C | C | C | C | C | B | B | C | C | B | A |
| d_A, Approach Delay [s/veh] | 22.31 | | | 24.04 | | | 14.29 | | | 13.92 | | | | | | |
| Approach LOS | C | | | C | | | B | | | B | | | | | | |
| d_I, Intersection Delay [s/veh] | 14.96 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.519 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 0.0 | 11.0 |
| 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] | 15.53 | 15.53 | 0.00 | 15.53 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.507 | 2.048 | 0.000 | 2.919 |
| Crosswalk LOS | B | B | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1598 | 1006 | 1567 | 1567 |
| d_b, Bicycle Delay [s] | 1.02 | 6.25 | 1.19 | 1.19 |
| I_b,int, Bicycle LOS Score for Intersection | 1.754 | 1.708 | 2.321 | 2.329 |
| Bicycle LOS | A | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 9: Iron Pt/Safe Credit Union access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 17.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.070 |

Intersection Setup

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|------------------------------|--------------------------|--------|-----------|-------|-----------|--------|--------|
| Approach | Northbound | | Eastbound | | Westbound | | |
| Lane Configuration | | | | | | | |
| Turning Movement | Left | Right | Thru | Right | U-turn | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 90.00 | 120.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 49.21 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | | |
| Crosswalk | Yes | | No | | No | | |

Volumes

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|---|--------------------------|--------|---------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 10 | 767 | 14 | 21 | 32 | 876 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 8 | 13 | 4 | 0 | 4 | 5 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 18 | 780 | 18 | 21 | 36 | 881 |
| Peak Hour Factor | 1.0000 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 5 | 207 | 5 | 6 | 10 | 234 |
| Total Analysis Volume [veh/h] | 0 | 19 | 830 | 19 | 22 | 38 | 937 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | |
|---------------------------------------|-------|-------|------|------|-------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.03 | 0.01 | 0.00 | 0.07 | 0.05 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 11.34 | 0.00 | 0.00 | 17.33 | 10.53 | 0.00 |
| Movement LOS | | B | A | A | C | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.10 | 0.00 | 0.00 | 0.40 | 0.40 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 2.51 | 0.00 | 0.00 | 9.97 | 9.97 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.34 | | 0.00 | | 0.78 | | |
| Approach LOS | B | | A | | A | | |
| d_I, Intersection Delay [s/veh] | 0.53 | | | | | | |
| Intersection LOS | C | | | | | | |

**Intersection Level Of Service Report
Intersection 10: Iron Pt/Broadstone**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 16.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.332 |

Intersection Setup

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 270. | 100. | 100. | 200. | 230. | 100. | 100. | 270. | 240. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 240. | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | Yes | | | |

Volumes

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 15 | 11 | 8 | 5 | 88 | 40 | 276 | 18 | 170 | 548 | 62 | 5 | 55 | 612 | 28 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 16 | 0 | 0 | 0 | 7 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 278 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 28 |
| Total Hourly Volume [veh/h] | 0 | 15 | 11 | 5 | 5 | 88 | 40 | 0 | 18 | 175 | 564 | 48 | 5 | 55 | 619 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 4 | 3 | 1 | 1 | 24 | 11 | 0 | 5 | 48 | 155 | 13 | 1 | 15 | 170 | 0 |
| Total Analysis Volume [veh/h] | 0 | 16 | 12 | 5 | 5 | 97 | 44 | 0 | 20 | 192 | 620 | 53 | 5 | 60 | 680 | 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Per | Per | Per | Per | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 30 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 53 | 53 | 53 | 53 | 53 | 53 | 53 | 53 | 53 | 53 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.50 | 5.50 | 4.50 | 5.50 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 4 | 4 | 4 | 9 | 9 | 5 | 18 | 18 | 3 | 16 |
| g / C, Green / Cycle | 0.07 | 0.07 | 0.07 | 0.17 | 0.17 | 0.10 | 0.34 | 0.34 | 0.06 | 0.30 |
| (v / s)_i Volume / Saturation Flow Rate | 0.01 | 0.01 | 0.00 | 0.03 | 0.01 | 0.06 | 0.12 | 0.03 | 0.02 | 0.13 |
| s, saturation flow rate [veh/h] | 1781 | 1856 | 1589 | 3459 | 3560 | 3459 | 5094 | 1589 | 3459 | 5094 |
| c, Capacity [veh/h] | 132 | 138 | 118 | 577 | 594 | 346 | 1759 | 549 | 204 | 1549 |
| d1, Uniform Delay [s] | 23.13 | 23.12 | 23.02 | 19.15 | 18.82 | 23.09 | 13.06 | 11.87 | 24.16 | 14.96 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.28 | 0.04 | 0.28 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.13 | 0.12 | 0.05 | 0.05 | 0.02 | 0.65 | 0.31 | 0.20 | 0.33 | 0.51 |
| 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 | 0.11 | 0.10 | 0.04 | 0.18 | 0.07 | 0.61 | 0.35 | 0.10 | 0.32 | 0.44 |
| d, Delay for Lane Group [s/veh] | 23.26 | 23.24 | 23.07 | 19.20 | 18.84 | 23.74 | 13.37 | 12.06 | 24.49 | 15.47 |
| Lane Group LOS | C | C | C | B | B | C | B | B | C | B |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 0.16 | 0.16 | 0.06 | 0.50 | 0.21 | 1.21 | 1.66 | 0.40 | 0.38 | 2.02 |
| 50th-Percentile Queue Length [ft/ln] | 3.93 | 3.95 | 1.40 | 12.53 | 5.31 | 30.30 | 41.41 | 10.11 | 9.39 | 50.42 |
| 95th-Percentile Queue Length [veh/ln] | 0.28 | 0.28 | 0.10 | 0.90 | 0.38 | 2.18 | 2.98 | 0.73 | 0.68 | 3.63 |
| 95th-Percentile Queue Length [ft/ln] | 7.08 | 7.11 | 2.53 | 22.56 | 9.55 | 54.53 | 74.53 | 18.19 | 16.91 | 90.76 |

Movement, Approach, & Intersection Results

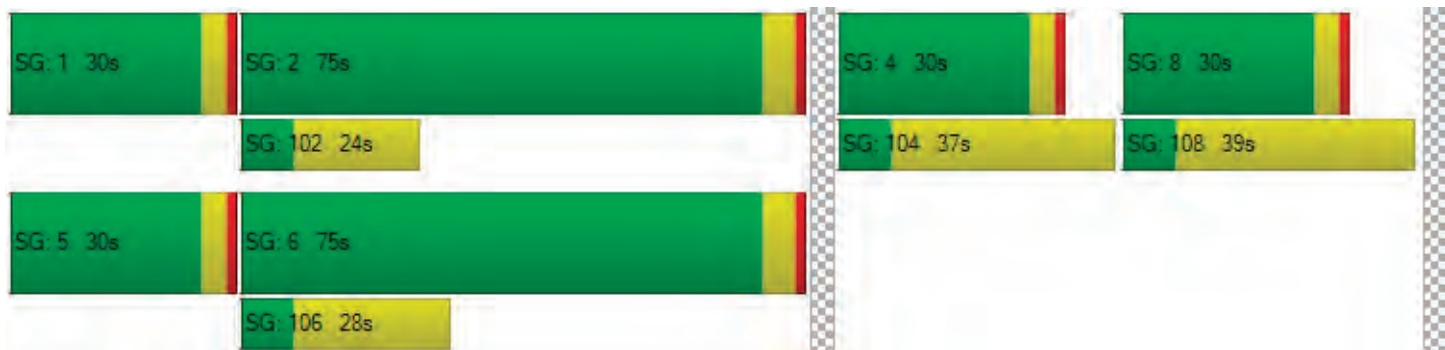
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 23.2 | 23.2 | 23.2 | 23.0 | 19.2 | 19.2 | 18.8 | 0.00 | 23.7 | 23.7 | 13.3 | 12.0 | 24.4 | 24.4 | 15.4 | 0.00 |
| Movement LOS | C | C | C | C | B | B | B | | C | C | B | B | C | C | B | |
| d_A, Approach Delay [s/veh] | 23.22 | | | | 19.09 | | | | 15.78 | | | | 16.26 | | | |
| Approach LOS | C | | | | B | | | | B | | | | B | | | |
| d_I, Intersection Delay [s/veh] | 16.38 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.332 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 11.0 | | | | 11.0 | | | |
| 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] | 16.80 | | | | 16.80 | | | | 16.80 | | | | 16.80 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.315 | | | | 2.739 | | | | 3.012 | | | | 2.979 | | | |
| Crosswalk LOS | B | | | | B | | | | C | | | | C | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 956 | | | | 956 | | | | 2607 | | | | 2607 | | | |
| d_b, Bicycle Delay [s] | 7.26 | | | | 7.26 | | | | 2.45 | | | | 2.45 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.593 | | | | 1.600 | | | | 1.948 | | | | 1.967 | | | |
| Bicycle LOS | A | | | | A | | | | A | | | | A | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 11: Iron Pt/E Bidwell**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 68.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.880 |

Intersection Setup

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | Iron Pt | | | | |
|------------------------------|------------|-------|-------|------------|------|------|------|-----------|------|------|-----------|------|------|------|------|
| Approach | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | | | |
| Turning Movement | Left | Thru | Right | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 300.0 | 100.0 | 220.0 | 450. | 100. | 100. | 450. | 280. | 100. | 100. | 100. | 250. | 100. | 100. | 270. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 260. | 0.00 | 0.00 | 0.00 | 100 |
| Speed [mph] | 30.00 | | | 30.00 | | | | 30.00 | | | 30.00 | | | | |
| Grade [%] | 0.00 | | | 0.00 | | | | 0.00 | | | 0.00 | | | | |
| Curb Present | No | | | No | | | | No | | | No | | | | |
| Crosswalk | No | | | Yes | | | | Yes | | | Yes | | | | |

Volumes

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|-------|-------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 941 | 1269 | 719 | 5 | 259 | 104 | 97 | 5 | 233 | 280 | 483 | 0 | 597 | 369 | 245 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 0 | 0 | 2 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 719 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 280 | 0 | 0 | 0 | 245 |
| Total Hourly Volume [veh/h] | 944 | 1269 | 0 | 5 | 259 | 104 | 0 | 5 | 233 | 285 | 211 | 0 | 597 | 371 | 0 |
| Peak Hour Factor | 0.980 | 0.980 | 0.980 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 241 | 324 | 0 | 1 | 66 | 268 | 0 | 1 | 59 | 73 | 54 | 0 | 152 | 95 | 0 |
| Total Analysis Volume [veh/h] | 963 | 1295 | 0 | 5 | 264 | 107 | 0 | 5 | 238 | 291 | 215 | 0 | 609 | 379 | 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 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 216.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Protec | Permi | Unsig | Per | Prot | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 3 | 8 | 0 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 5 | 0 |
| Maximum Green [s] | 45 | 69 | 0 | 0 | 45 | 69 | 0 | 0 | 40 | 40 | 0 | 0 | 40 | 40 | 0 |
| Amber [s] | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 50 | 75 | 0 | 0 | 50 | 75 | 0 | 0 | 45 | 46 | 0 | 0 | 45 | 46 | 0 |
| Vehicle Extension [s] | 2.0 | 5.6 | 0.0 | 0.0 | 2.0 | 5.1 | 0.0 | 0.0 | 2.0 | 5.3 | 0.0 | 0.0 | 2.0 | 5.6 | 0.0 |
| Walk [s] | 0 | 30 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 29 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 176 | 176 | 176 | 176 | 176 | 176 | 176 | 176 | 176 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 3.30 | 2.50 | 3.30 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 |
| g_i, Effective Green Time [s] | 45 | 79 | 16 | 50 | 15 | 29 | 29 | 34 | 47 |
| g / C, Green / Cycle | 0.26 | 0.45 | 0.09 | 0.28 | 0.08 | 0.16 | 0.16 | 0.19 | 0.27 |
| (v / s)_i Volume / Saturation Flow Rate | 0.28 | 0.25 | 0.08 | 0.21 | 0.07 | 0.08 | 0.14 | 0.18 | 0.07 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 3459 | 5094 | 3459 | 3560 | 1589 | 3459 | 5094 |
| c, Capacity [veh/h] | 881 | 2268 | 315 | 1435 | 289 | 579 | 258 | 658 | 1371 |
| d1, Uniform Delay [s] | 65.82 | 36.45 | 79.10 | 57.69 | 79.81 | 67.46 | 71.64 | 70.31 | 50.97 |
| k, delay calibration | 0.06 | 0.31 | 0.04 | 0.24 | 0.04 | 0.27 | 0.29 | 0.04 | 0.31 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 44.40 | 0.66 | 2.56 | 1.76 | 2.58 | 1.68 | 16.60 | 2.56 | 0.32 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 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 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|-------|-------|--------|--------|
| X, volume / capacity | 1.09 | 0.57 | 0.85 | 0.75 | 0.84 | 0.50 | 0.83 | 0.93 | 0.28 |
| d, Delay for Lane Group [s/veh] | 110.22 | 37.11 | 81.66 | 59.45 | 82.38 | 69.14 | 88.24 | 72.87 | 51.28 |
| Lane Group LOS | F | D | F | E | F | E | F | E | D |
| Critical Lane Group | Yes | No | No | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 25.31 | 14.20 | 6.19 | 14.83 | 5.60 | 6.18 | 10.68 | 13.84 | 4.54 |
| 50th-Percentile Queue Length [ft/ln] | 632.87 | 355.04 | 154.73 | 370.78 | 139.9 | 154.5 | 267.0 | 346.07 | 113.43 |
| 95th-Percentile Queue Length [veh/ln] | 35.42 | 20.38 | 10.27 | 21.15 | 9.48 | 10.26 | 16.04 | 19.94 | 8.03 |
| 95th-Percentile Queue Length [ft/ln] | 885.38 | 509.55 | 256.73 | 528.68 | 236.9 | 256.5 | 401.0 | 498.62 | 200.76 |

Movement, Approach, & Intersection Results

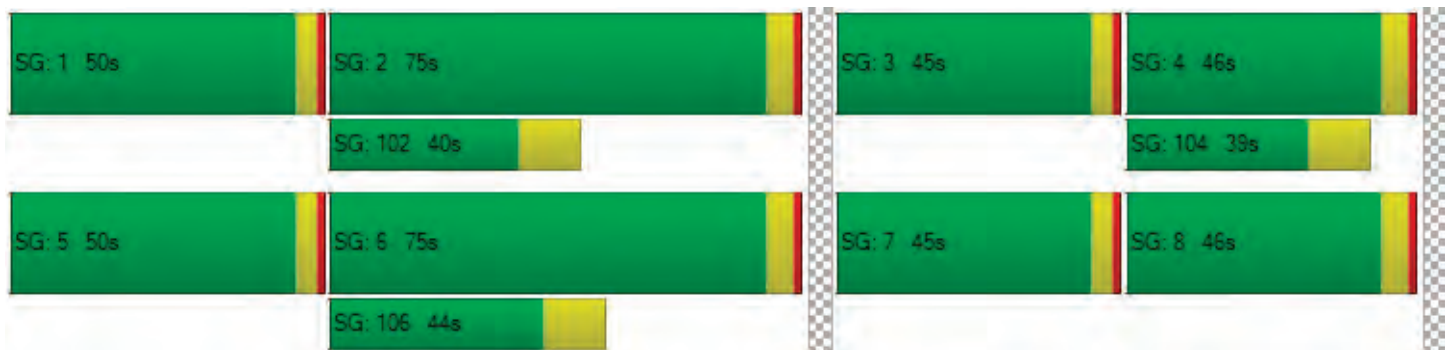
| | | | | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 110.2 | 37.11 | 0.00 | 81.6 | 81.6 | 59.4 | 0.00 | 82.3 | 82.3 | 69.1 | 88.2 | 72.8 | 72.8 | 51.2 | 0.00 |
| Movement LOS | F | D | | F | F | E | | F | F | E | F | E | E | D | |
| d_A, Approach Delay [s/veh] | 68.29 | | | 63.91 | | | 78.92 | | | 64.59 | | | | | |
| Approach LOS | E | | | E | | | E | | | E | | | | | |
| d_I, Intersection Delay [s/veh] | 68.00 | | | | | | | | | | | | | | |
| Intersection LOS | E | | | | | | | | | | | | | | |
| Intersection V/C | 0.880 | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 33.0 | 38.0 | 34.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 58.32 | 54.32 | 57.51 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.267 | 3.522 | 3.137 |
| Crosswalk LOS | F | C | D | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 790 | 790 | 461 | 461 |
| d_b, Bicycle Delay [s] | 32.30 | 32.30 | 52.23 | 52.23 |
| I_b,int, Bicycle LOS Score for Intersection | 2.802 | 2.151 | 2.212 | 1.768 |
| Bicycle LOS | C | B | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 12: E Bidwell/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 47.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.040 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | \| \| r |  | \| \| \| |  | r r r r | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 300.00 | 100.00 | 100.00 | 400.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | Yes | | Yes | |

Volumes

| Name | E Bidwell | | E Bidwell | | | |
|--|-----------|--------|-----------|--------|--------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1584 | 376 | 0 | 1142 | 168 | 1275 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 8 | 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 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1584 | 376 | 0 | 1150 | 168 | 1278 |
| Peak Hour Factor | 0.9800 | 0.9800 | 1.0000 | 0.9800 | 0.9800 | 0.9800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 404 | 96 | 0 | 293 | 43 | 326 |
| Total Analysis Volume [veh/h] | 1616 | 384 | 0 | 1173 | 171 | 1304 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 117 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 12 | 0 | 0 | 12 | 8 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 55 | 0 |
| Amber [s] | 4.8 | 0.0 | 0.0 | 4.8 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 61 | 0 |
| Vehicle Extension [s] | 4.0 | 0.0 | 0.0 | 4.0 | 3.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 19 | 0 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.8 | 0.0 | 0.0 | 3.8 | 3.1 | 0.0 |
| Minimum Recall | No | | | No | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | R | C | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 116 | 116 | 116 | 116 | 116 | 116 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.80 | 5.80 | 5.80 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.80 | 3.80 | 3.80 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 50 | 50 | 50 | 50 | 55 | 55 |
| g / C, Green / Cycle | 0.43 | 0.43 | 0.43 | 0.43 | 0.47 | 0.47 |
| (v / s)_i Volume / Saturation Flow Rate | 0.44 | 0.47 | 0.24 | 0.23 | 0.05 | 0.47 |
| s, saturation flow rate [veh/h] | 1855 | 1737 | 1577 | 5053 | 3431 | 2791 |
| c, Capacity [veh/h] | 800 | 749 | 680 | 2180 | 1628 | 1324 |
| d1, Uniform Delay [s] | 32.95 | 32.95 | 24.77 | 24.40 | 16.84 | 30.03 |
| k, delay calibration | 0.46 | 0.50 | 0.17 | 0.15 | 0.13 | 0.13 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 32.83 | 55.97 | 1.17 | 0.30 | 0.03 | 9.54 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|---------|--------|--------|-------|--------|
| X, volume / capacity | 1.01 | 1.08 | 0.56 | 0.54 | 0.11 | 0.98 |
| d, Delay for Lane Group [s/veh] | 65.78 | 88.92 | 25.93 | 24.70 | 16.87 | 39.57 |
| Lane Group LOS | F | F | C | C | B | D |
| Critical Lane Group | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 29.00 | 31.98 | 8.05 | 7.91 | 1.27 | 18.93 |
| 50th-Percentile Queue Length [ft/ln] | 725.07 | 799.46 | 201.22 | 197.81 | 31.76 | 473.21 |
| 95th-Percentile Queue Length [veh/ln] | 38.12 | 43.62 | 12.70 | 12.53 | 2.29 | 26.06 |
| 95th-Percentile Queue Length [ft/ln] | 952.99 | 1090.51 | 317.54 | 313.14 | 57.17 | 651.59 |

Movement, Approach, & Intersection Results

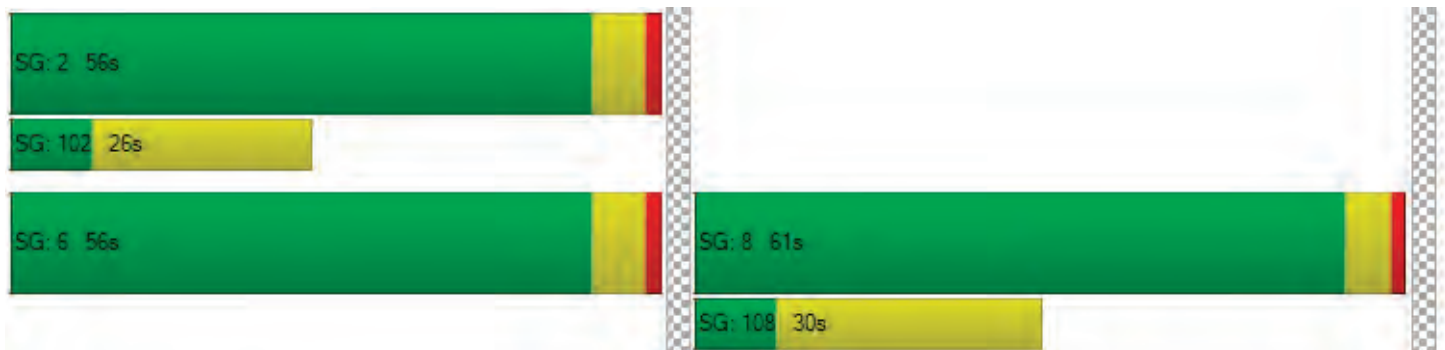
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 74.60 | 25.93 | 0.00 | 24.70 | 16.87 | 39.57 |
| Movement LOS | F | C | | C | B | D |
| d_A, Approach Delay [s/veh] | 67.48 | | 24.70 | | 36.94 | |
| Approach LOS | E | | C | | D | |
| d_I, Intersection Delay [s/veh] | 46.99 | | | | | |
| Intersection LOS | D | | | | | |
| Intersection V/C | 1.040 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 47.47 | 47.47 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.130 | 2.767 |
| Crosswalk LOS | F | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 866 | 866 | 965 |
| d_b, Bicycle Delay [s] | 18.62 | 18.62 | 15.53 |
| I_b,int, Bicycle LOS Score for Intersection | 3.210 | 2.205 | 1.560 |
| Bicycle LOS | C | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 13: E Bidwell/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 12.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.818 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | \|\| |  | \| \| r | | r r r | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|--|-----------|--------|-----------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 0 | 1034 | 699 | 611 | 926 | 347 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 8 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1034 | 699 | 619 | 926 | 347 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 272 | 184 | 163 | 244 | 91 |
| Total Analysis Volume [veh/h] | 0 | 1088 | 736 | 652 | 975 | 365 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 0 | 2 | 6 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 0 | 8 | 6 | 0 | 8 | 0 |
| Maximum Green [s] | 0 | 50 | 50 | 0 | 50 | 0 |
| Amber [s] | 0.0 | 4.8 | 4.1 | 0.0 | 4.8 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 56 | 56 | 0 | 56 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.8 | 3.1 | 0.0 | 3.8 | 0.0 |
| Minimum Recall | | No | No | | No | |
| Maximum Recall | | No | No | | No | |
| Pedestrian Recall | | No | No | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | C | R | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 45 | 45 | 45 | 45 | 45 | 45 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.10 | 5.10 | 5.10 | 5.80 | 5.80 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.10 | 3.10 | 3.10 | 3.80 | 3.80 |
| g_i, Effective Green Time [s] | 17 | 18 | 18 | 18 | 17 | 17 |
| g / C, Green / Cycle | 0.38 | 0.39 | 0.39 | 0.39 | 0.37 | 0.37 |
| (v / s)_i Volume / Saturation Flow Rate | 0.31 | 0.25 | 0.30 | 0.30 | 0.29 | 0.24 |
| s, saturation flow rate [veh/h] | 3475 | 1825 | 1565 | 1551 | 3375 | 1551 |
| c, Capacity [veh/h] | 1309 | 715 | 614 | 608 | 1245 | 572 |
| d1, Uniform Delay [s] | 12.90 | 11.29 | 11.96 | 12.01 | 12.76 | 11.87 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.54 | 0.37 | 0.72 | 0.75 | 0.42 | 0.44 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|
| X, volume / capacity | 0.83 | 0.65 | 0.75 | 0.76 | 0.78 | 0.64 |
| d, Delay for Lane Group [s/veh] | 13.44 | 11.66 | 12.68 | 12.76 | 13.18 | 12.31 |
| Lane Group LOS | B | B | B | B | B | B |
| Critical Lane Group | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.05 | 3.04 | 3.27 | 3.29 | 3.56 | 2.50 |
| 50th-Percentile Queue Length [ft/ln] | 101.19 | 76.09 | 81.74 | 82.16 | 88.90 | 62.41 |
| 95th-Percentile Queue Length [veh/ln] | 7.29 | 5.48 | 5.89 | 5.92 | 6.40 | 4.49 |
| 95th-Percentile Queue Length [ft/ln] | 182.14 | 136.96 | 147.13 | 147.89 | 160.02 | 112.33 |

Movement, Approach, & Intersection Results

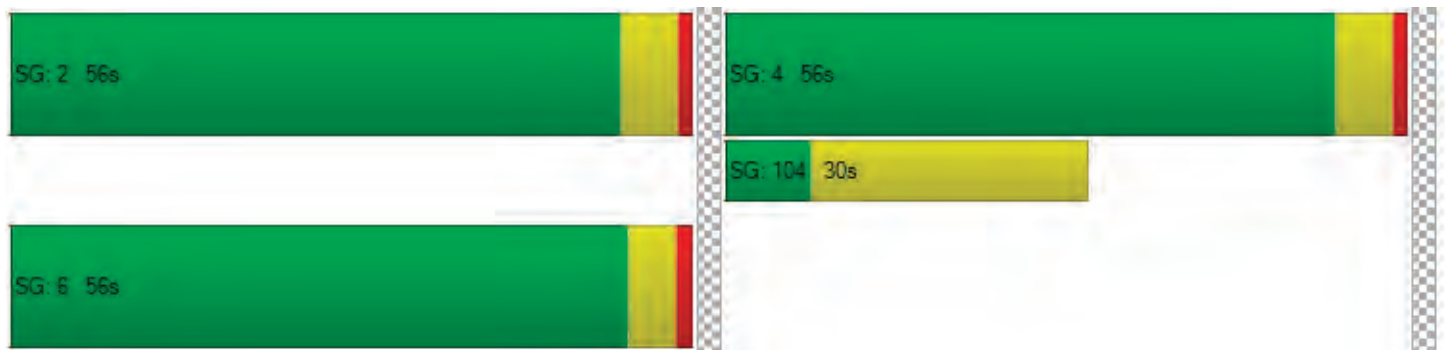
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 13.44 | 11.72 | 12.74 | 13.18 | 12.31 |
| Movement LOS | | B | B | B | B | B |
| d_A, Approach Delay [s/veh] | 13.44 | | 12.37 | | 12.94 | |
| Approach LOS | B | | B | | B | |
| d_I, Intersection Delay [s/veh] | | | 12.87 | | | |
| Intersection LOS | | | B | | | |
| Intersection V/C | | | 0.818 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 13.04 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.625 | 0.000 | 0.000 |
| Crosswalk LOS | B | F | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 2211 | 2242 | 2211 |
| d_b, Bicycle Delay [s] | 0.25 | 0.33 | 0.25 |
| I_b,int, Bicycle LOS Score for Intersection | 2.457 | 2.705 | 1.560 |
| Bicycle LOS | B | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 14: Lot 6 access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.006 |

Intersection Setup

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| | 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 Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|---|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Base Volume Input [veh/h] | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 5 | 28 | 16 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 8 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 8 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 5 | 0 | 5 | 8 | 0 | 15 | 0 | 4 | 5 | 28 | 16 | 8 |
| Peak Hour Factor | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 0.920 | 0.920 | 0.920 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 1 | 0 | 1 | 2 | 0 | 4 | 0 | 1 | 1 | 8 | 4 | 2 |
| Total Analysis Volume [veh/h] | 5 | 0 | 5 | 8 | 0 | 15 | 0 | 4 | 5 | 30 | 17 | 8 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.21 | 9.63 | 8.39 | 9.19 | 9.67 | 8.49 | 7.26 | 0.00 | 0.00 | 7.28 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.03 | 0.03 | 0.03 | 0.07 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 | 0.06 |
| 95th-Percentile Queue Length [ft/ln] | 0.79 | 0.79 | 0.79 | 1.79 | 1.79 | 1.79 | 0.00 | 0.00 | 0.00 | 1.42 | 1.42 | 1.42 |
| d_A, Approach Delay [s/veh] | 8.80 | | | 8.74 | | | 0.00 | | | 3.97 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.23 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Lot 1 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.012

Intersection Setup

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|-----------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|---|------------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 79 | 0 | 12 | 3 | 12 | 0 | 0 | 50 | 50 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 36 | 0 | 9 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 36 | 79 | 9 | 12 | 3 | 12 | 0 | 5 | 50 | 50 |
| Peak Hour Factor | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 1.000 | 0.920 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 9 | 21 | 2 | 3 | 1 | 3 | 0 | 1 | 14 | 14 |
| Total Analysis Volume [veh/h] | 0 | 0 | 36 | 86 | 9 | 13 | 3 | 13 | 0 | 5 | 54 | 54 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.03 | 0.11 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.45 | 9.92 | 8.49 | 10.08 | 10.29 | 9.33 | 7.43 | 0.00 | 0.00 | 7.25 | 0.00 | 0.00 |
| Movement LOS | A | A | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.10 | 0.10 | 0.10 | 0.45 | 0.45 | 0.45 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |
| 95th-Percentile Queue Length [ft/ln] | 2.62 | 2.62 | 2.62 | 11.21 | 11.21 | 11.21 | 0.15 | 0.15 | 0.15 | 0.23 | 0.23 | 0.23 |
| d_A, Approach Delay [s/veh] | 8.49 | | | 10.01 | | | 1.39 | | | 0.32 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.29 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 16: Oak Ave Pkwy/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|r |  |  | \|\|r | | | | | | r\|l\|l | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 100.0 | 400.0 | 100.0 | 400.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|--|--------------|-------|-------|--------------|-------|-------|----------|-------|-------|-----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 2.00 | 2.00 | 2.00 | 3.00 | 2.00 | 3.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | | | | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Unsig | Permi | Permi | Unsig | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | | | | No | | |
| Maximum Recall | | No | | | No | | | | | No | | |
| Pedestrian Recall | | No | | | No | | | | | No | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 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 | C | C | | L | R |
|---|------|------|--|------|------|
| C, Cycle Length [s] | 9 | 9 | | 9 | 9 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | | 4.50 | 4.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 0 | 0 | | 0 | 0 |
| g / C, Green / Cycle | 0.01 | 0.01 | | 0.01 | 0.01 |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | | 0.00 | 0.00 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | | 3431 | 2791 |
| c, Capacity [veh/h] | 73 | 73 | | 71 | 58 |
| d1, Uniform Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| k, delay calibration | 0.04 | 0.04 | | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | | 1.00 | 1.00 |

Lane Group Results

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

Movement, Approach, & Intersection Results

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

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] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.033 | 1.909 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 0 | 10984 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 4.60 | 92.77 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 4.132 | 1.560 |
| Bicycle LOS | A | A | D | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 17: Oak Ave Pkwy/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\|\| |  |  | \|\|\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 400.0 | 100.0 | 400.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 2.00 | 5.00 | 5.00 | 5.00 | 2.00 | 5.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | No | | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | No | | | | | |
| Maximum Recall | | No | | | No | | No | | | | | |
| Pedestrian Recall | | No | | | No | | No | | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | C | R | C | R | L | R | |
| C, Cycle Length [s] | 9 | 9 | 9 | 9 | 9 | 9 | |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | |
| g_i, Effective Green Time [s] | 0 | 0 | 0 | 0 | 0 | 0 | |
| g / C, Green / Cycle | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| s, saturation flow rate [veh/h] | 3475 | 1551 | 3475 | 1551 | 3375 | 2746 | |
| c, Capacity [veh/h] | 72 | 32 | 72 | 32 | 70 | 57 | |
| d1, Uniform Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

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

Movement, Approach, & Intersection Results

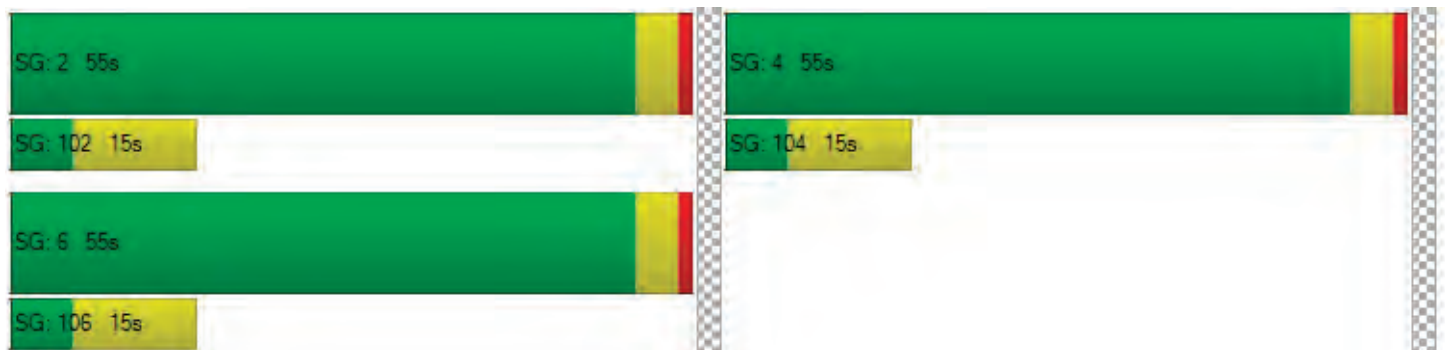
| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | A |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

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] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.909 | 1.033 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 10984 | 0 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 92.77 | 4.60 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 1.560 | 4.132 |
| Bicycle LOS | A | A | A | D |

Sequence

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



Signal Warrants Report For Intersection 7: Iron Pt/ W Kaiser access

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 | 782 | 1037 | 27 |
| 2 | 759 | 1006 | 26 |
| 3 | 743 | 985 | 26 |
| 4 | 696 | 923 | 24 |
| 5 | 618 | 819 | 21 |
| 6 | 610 | 809 | 21 |
| 7 | 602 | 798 | 21 |
| 8 | 547 | 726 | 19 |
| 9 | 540 | 716 | 19 |
| 10 | 532 | 705 | 18 |
| 11 | 461 | 612 | 16 |
| 12 | 430 | 570 | 15 |
| 13 | 422 | 560 | 15 |
| 14 | 313 | 415 | 11 |
| 15 | 313 | 415 | 11 |
| 16 | 219 | 290 | 8 |
| 17 | 125 | 166 | 4 |
| 18 | 125 | 166 | 4 |
| 19 | 70 | 93 | 2 |
| 20 | 39 | 52 | 1 |
| 21 | 23 | 31 | 1 |
| 22 | 8 | 10 | 0 |
| 23 | 8 | 10 | 0 |
| 24 | 8 | 10 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 1819 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 1765 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1728 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1619 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1437 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1419 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1400 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1273 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1256 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1237 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1073 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 1000 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 982 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 728 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 728 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 509 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 291 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 291 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 163 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 91 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 54 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 18 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 18 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 18 | 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) | 12.4 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:05 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 27 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 1846 |
| Number of Approaches on Intersection | 3 |
| Total Volume Condition Met | Yes |
| Warrant Met for Approach | No |
| Warrant Met for Intersection | No |

Signal Warrants Report For Intersection 9: Iron Pt/Safe Credit Union access

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 | 938 | 798 | 18 |
| 2 | 910 | 774 | 17 |
| 3 | 891 | 758 | 17 |
| 4 | 835 | 710 | 16 |
| 5 | 741 | 630 | 14 |
| 6 | 732 | 622 | 14 |
| 7 | 722 | 614 | 14 |
| 8 | 657 | 559 | 13 |
| 9 | 647 | 551 | 12 |
| 10 | 638 | 543 | 12 |
| 11 | 553 | 471 | 11 |
| 12 | 516 | 439 | 10 |
| 13 | 507 | 431 | 10 |
| 14 | 375 | 319 | 7 |
| 15 | 375 | 319 | 7 |
| 16 | 263 | 223 | 5 |
| 17 | 150 | 128 | 3 |
| 18 | 150 | 128 | 3 |
| 19 | 84 | 72 | 2 |
| 20 | 47 | 40 | 1 |
| 21 | 28 | 24 | 1 |
| 22 | 9 | 8 | 0 |
| 23 | 9 | 8 | 0 |
| 24 | 9 | 8 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 1736 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 1684 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 1649 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1545 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1371 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1354 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1336 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1216 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1198 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1181 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1024 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 955 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 938 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 694 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 694 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 486 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 278 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 278 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 156 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 87 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 52 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 17 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 17 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 17 | 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) | 11.3 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:03 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 18 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 1754 |
| 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 14: Lot 6 access

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, N |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|---|---------------|----|
| | E | W | S | N |
| 1 | 52 | 9 | 10 | 23 |
| 2 | 50 | 9 | 10 | 22 |
| 3 | 49 | 9 | 10 | 22 |
| 4 | 46 | 8 | 9 | 20 |
| 5 | 41 | 7 | 8 | 18 |
| 6 | 41 | 7 | 8 | 18 |
| 7 | 40 | 7 | 8 | 18 |
| 8 | 36 | 6 | 7 | 16 |
| 9 | 36 | 6 | 7 | 16 |
| 10 | 35 | 6 | 7 | 16 |
| 11 | 31 | 5 | 6 | 14 |
| 12 | 29 | 5 | 6 | 13 |
| 13 | 28 | 5 | 5 | 12 |
| 14 | 21 | 4 | 4 | 9 |
| 15 | 21 | 4 | 4 | 9 |
| 16 | 15 | 3 | 3 | 6 |
| 17 | 8 | 1 | 2 | 4 |
| 18 | 8 | 1 | 2 | 4 |
| 19 | 5 | 1 | 1 | 2 |
| 20 | 3 | 0 | 1 | 1 |
| 21 | 2 | 0 | 0 | 1 |
| 22 | 1 | 0 | 0 | 0 |
| 23 | 1 | 0 | 0 | 0 |
| 24 | 1 | 0 | 0 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 61 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 59 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 58 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 54 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 48 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 48 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 47 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 42 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 42 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 41 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 36 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 34 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 33 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 25 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 25 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 18 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 9 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 9 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 6 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 3 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 2 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 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 | N |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 8.8 | 8.7 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:01 | 0:03 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 10 | 23 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 94 | 94 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Signal Warrants Report For Intersection 15: Lot 1 access

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 | N, S |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|----|
| | E | W | N | S |
| 1 | 105 | 15 | 100 | 36 |
| 2 | 102 | 15 | 97 | 35 |
| 3 | 100 | 14 | 95 | 34 |
| 4 | 93 | 13 | 89 | 32 |
| 5 | 83 | 12 | 79 | 28 |
| 6 | 82 | 12 | 78 | 28 |
| 7 | 81 | 12 | 77 | 28 |
| 8 | 74 | 11 | 70 | 25 |
| 9 | 72 | 10 | 69 | 25 |
| 10 | 71 | 10 | 68 | 24 |
| 11 | 62 | 9 | 59 | 21 |
| 12 | 58 | 8 | 55 | 20 |
| 13 | 57 | 8 | 54 | 19 |
| 14 | 42 | 6 | 40 | 14 |
| 15 | 42 | 6 | 40 | 14 |
| 16 | 29 | 4 | 28 | 10 |
| 17 | 17 | 2 | 16 | 6 |
| 18 | 17 | 2 | 16 | 6 |
| 19 | 9 | 1 | 9 | 3 |
| 20 | 5 | 1 | 5 | 2 |
| 21 | 3 | 0 | 3 | 1 |
| 22 | 1 | 0 | 1 | 0 |
| 23 | 1 | 0 | 1 | 0 |
| 24 | 1 | 0 | 1 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 120 | 1 | 100 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 117 | 1 | 97 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 114 | 1 | 95 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 106 | 1 | 89 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 95 | 1 | 79 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 94 | 1 | 78 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 93 | 1 | 77 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 85 | 1 | 70 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 82 | 1 | 69 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 81 | 1 | 68 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 71 | 1 | 59 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 66 | 1 | 55 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 65 | 1 | 54 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 48 | 1 | 40 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 48 | 1 | 40 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 33 | 1 | 28 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 19 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 19 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 10 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 6 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 3 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 1 | 1 | 1 | 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 | N | S |
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 10 | 8.5 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:16 | 0:05 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 100 | 36 |
| High Minor Volume Condition Met | Yes | No |
| Total Entering Volume on All Approaches During Same Hour | 256 | 256 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 3 2026 AM

Report File: Z:\...\2026 AM With Proj Vistro Report.pdf

12/4/2021

Trip Generation summary

Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|--------------------------|--------------------|------|-----------|-------|----------|-------|-------|-----------|-----------|-------------|------------------|
| 1: Lot 1 | Apts | #221 | DU | 0.320 | 153.000 | 27.00 | 73.00 | 13 | 36 | 49 | 60.49 |
| 2: Lot 6 | Apts | #221 | DU | 0.320 | 100.000 | 27.00 | 73.00 | 9 | 23 | 32 | 39.51 |
| Added Trips Total | | | | | | | | 22 | 59 | 81 | 100.00 |

Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 3 2026 AM

Report File: Z:\...\2026 AM With Proj Vistro Report.pdf

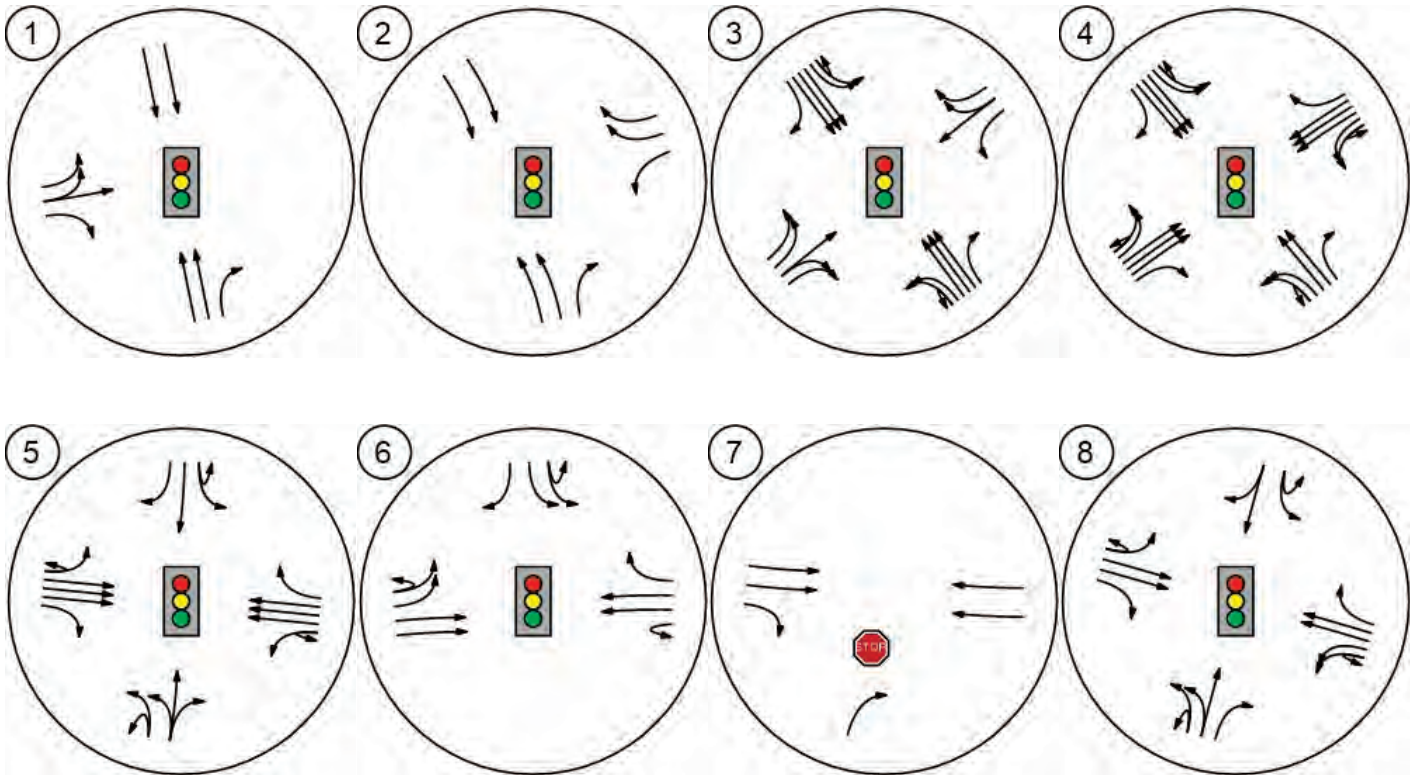
12/4/2021

Trip Distribution summary

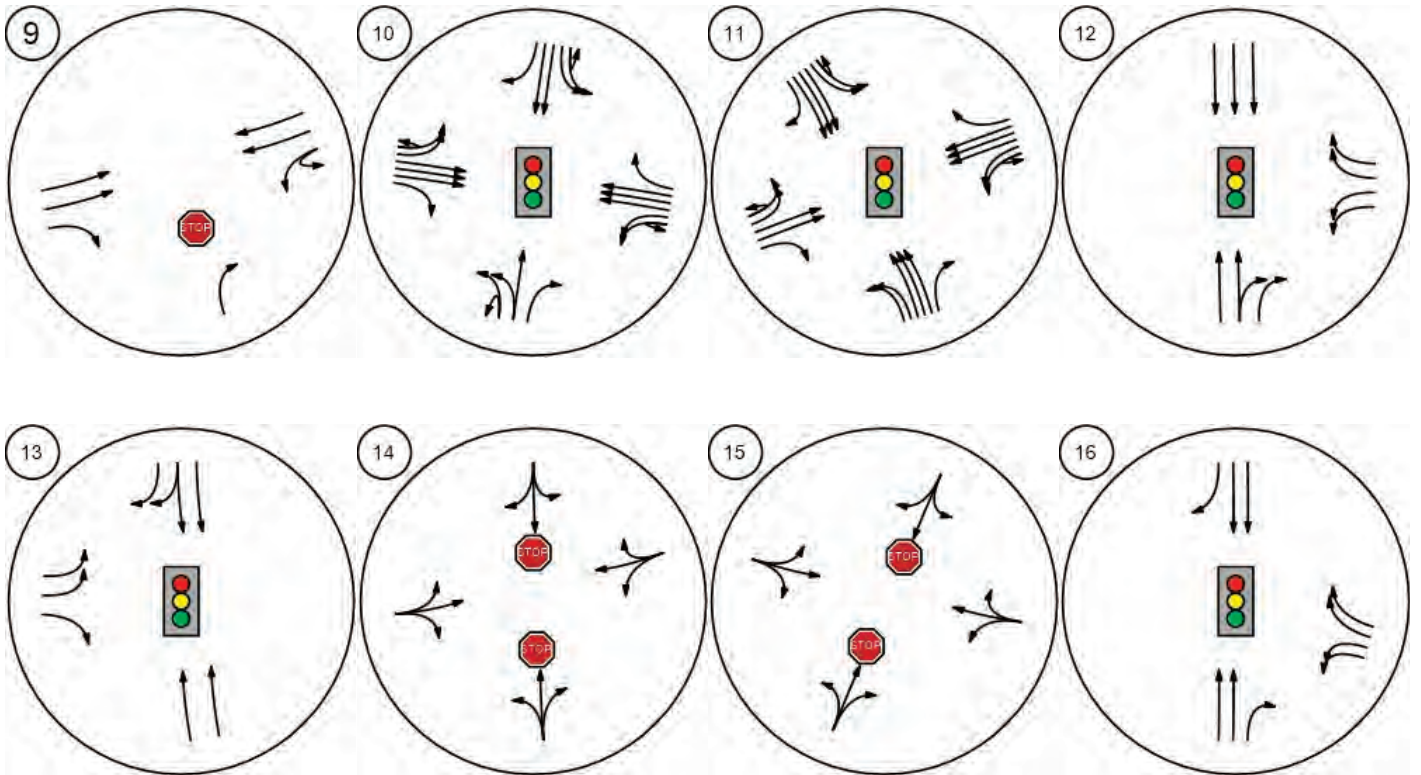
| Zone / Gate | Zone 1: Lot 1 | | | |
|----------------------------------|---------------|-----------|---------------|-----------|
| | To Lot 1: | | From Lot 1: | |
| | Share % | Trips | Share % | Trips |
| 2: Lot 6 | 0.00 | 0 | 0.00 | 0 |
| 11: S via Prairie City Rd | 3.00 | 0 | 3.00 | 1 |
| 12: W via US 50 | 16.00 | 2 | 16.00 | 6 |
| 13: W via American Aggregate Rd | 1.00 | 0 | 1.00 | 0 |
| 14: W via Iron Pt Rd | 5.00 | 1 | 5.00 | 2 |
| 15: N via Prairie City Rd | 13.00 | 2 | 13.00 | 5 |
| 16: N via Grover Rd | 4.00 | 1 | 4.00 | 1 |
| 17: Folsom HS | 2.00 | 0 | 2.00 | 1 |
| 18: N via Oak Ave. Pkwy | 22.00 | 3 | 22.00 | 7 |
| 19: N via Broadstone Pkwy | 8.00 | 1 | 8.00 | 3 |
| 20: Shops around Palladio | 6.00 | 1 | 6.00 | 2 |
| 21: E via Iron Pt Rd | 7.00 | 1 | 7.00 | 3 |
| 22: E Via US 50 | 13.00 | 2 | 13.00 | 5 |
| 23: Folsom Ranch Via Rowberry Dr | 0.00 | 0 | 0.00 | 0 |
| 24: S via Oak Ave Pkwy | 0.00 | 0 | 0.00 | 0 |
| Total | 100.00 | 14 | 100.00 | 36 |

| Zone / Gate | Zone 2: Lot 6 | | | |
|----------------------------------|---------------|----------|---------------|-----------|
| | To Lot 6: | | From Lot 6: | |
| | Share % | Trips | Share % | Trips |
| 1: Lot 1 | 0.00 | 0 | 0.00 | 0 |
| 11: S via Prairie City Rd | 3.00 | 0 | 3.00 | 1 |
| 12: W via US 50 | 16.00 | 1 | 16.00 | 4 |
| 13: W via American Aggregate Rd | 1.00 | 0 | 1.00 | 0 |
| 14: W via Iron Pt Rd | 5.00 | 0 | 5.00 | 1 |
| 15: N via Prairie City Rd | 13.00 | 1 | 13.00 | 3 |
| 16: N via Grover Rd | 4.00 | 0 | 4.00 | 1 |
| 17: Folsom HS | 2.00 | 0 | 2.00 | 0 |
| 18: N via Oak Ave. Pkwy | 22.00 | 2 | 22.00 | 5 |
| 19: N via Broadstone Pkwy | 8.00 | 1 | 8.00 | 2 |
| 20: Shops around Palladio | 6.00 | 1 | 6.00 | 1 |
| 21: E via Iron Pt Rd | 7.00 | 1 | 7.00 | 2 |
| 22: E Via US 50 | 13.00 | 1 | 13.00 | 3 |
| 23: Folsom Ranch Via Rowberry Dr | 0.00 | 0 | 0.00 | 0 |
| 24: S via Oak Ave Pkwy | 0.00 | 0 | 0.00 | 0 |
| Total | 100.00 | 8 | 100.00 | 23 |

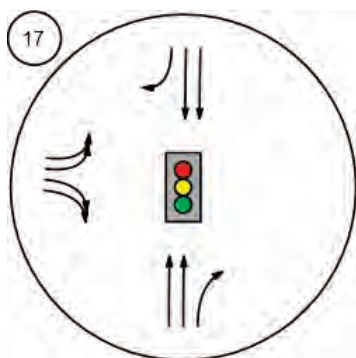
Lane Configuration and Traffic Control



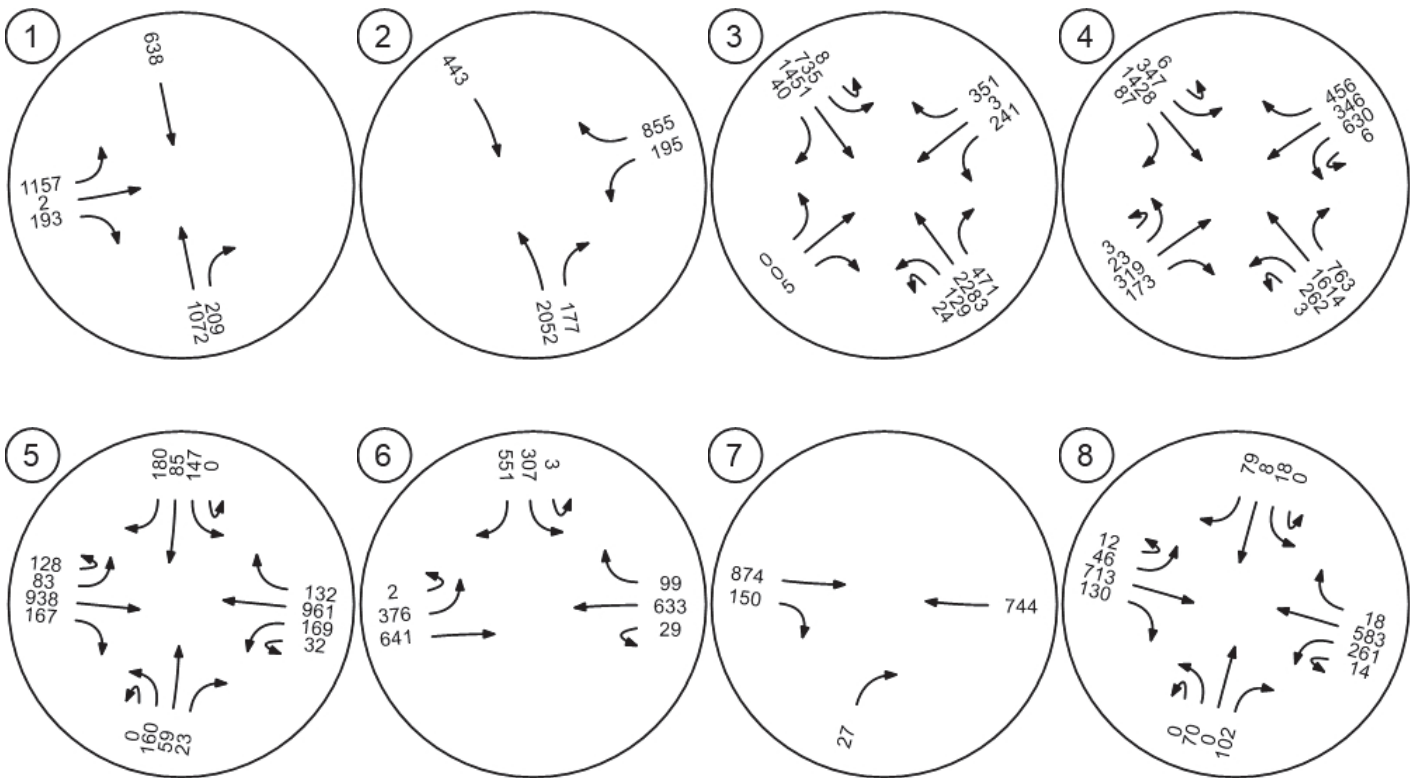
Lane Configuration and Traffic Control



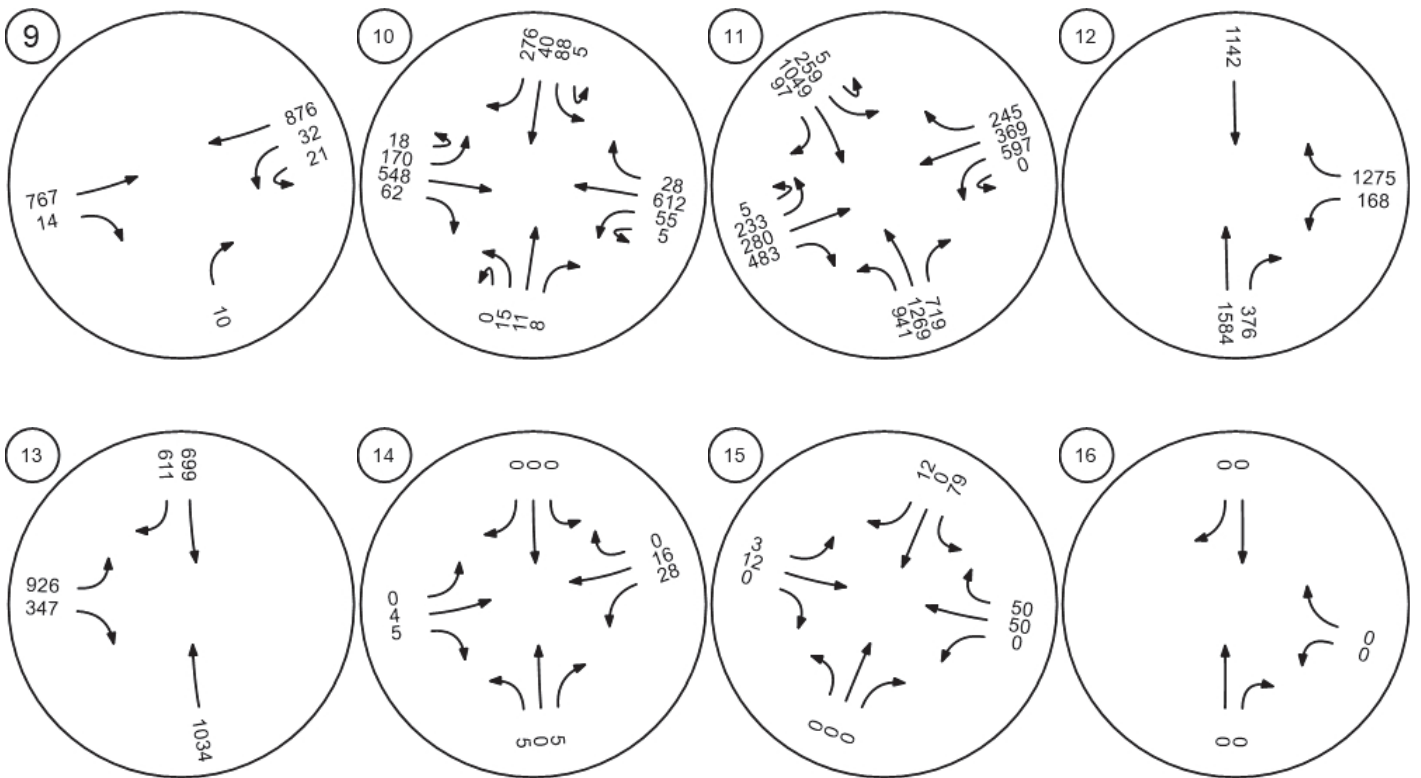
Lane Configuration and Traffic Control



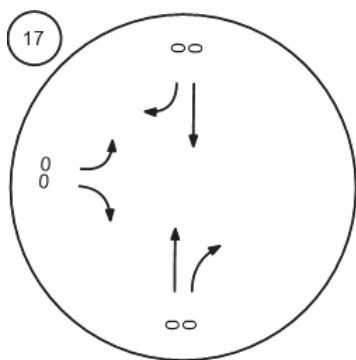
Traffic Volume - Base Volume



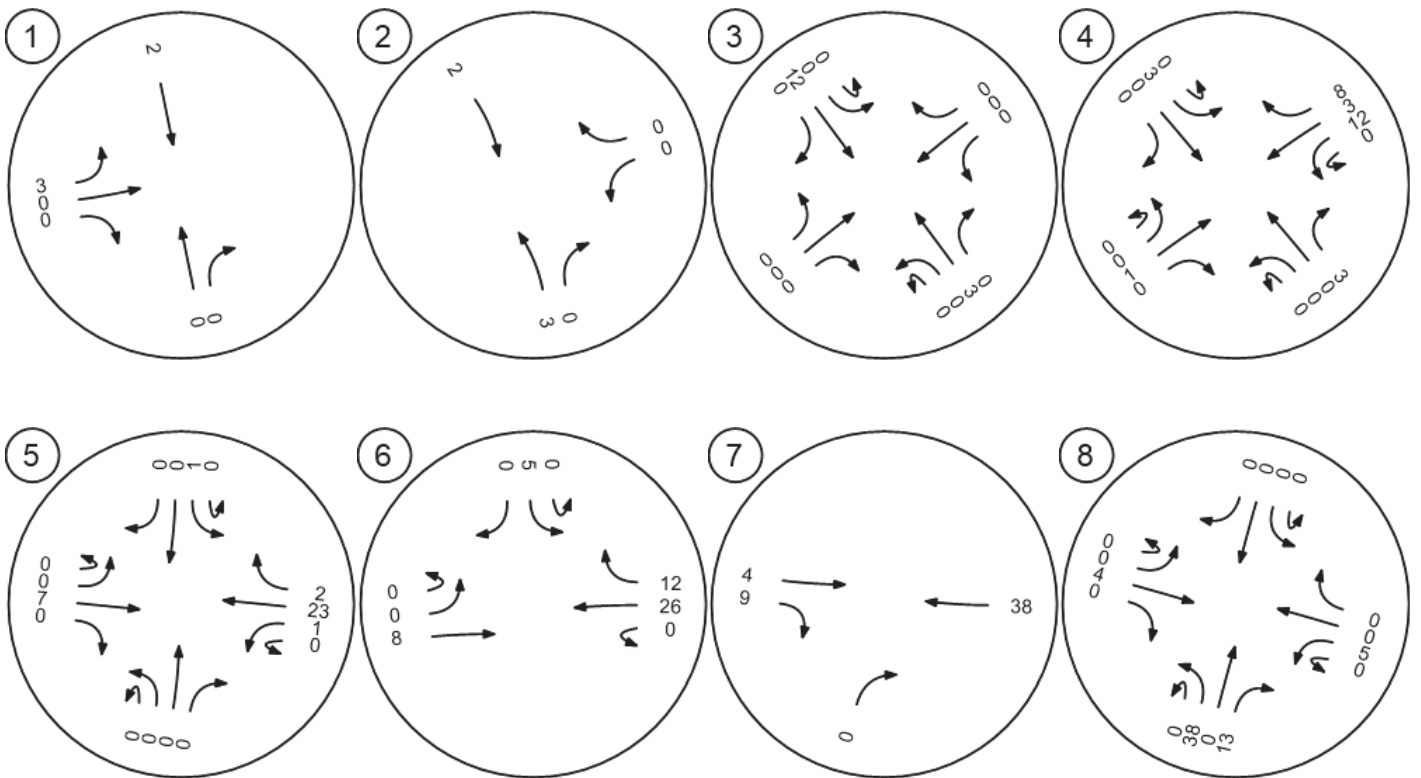
Traffic Volume - Base Volume



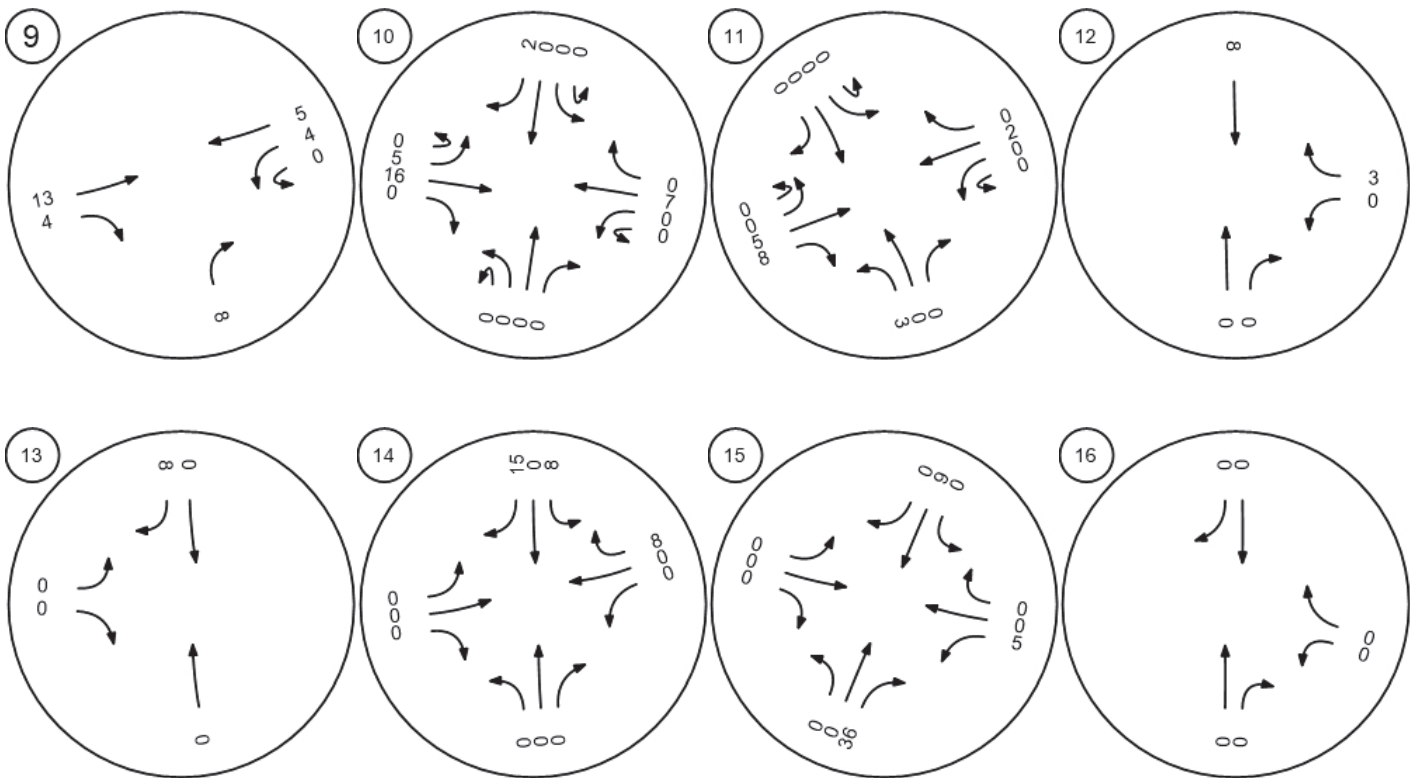
Traffic Volume - Base Volume



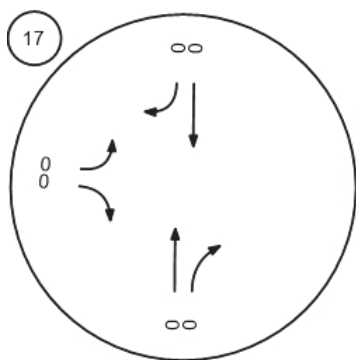
Traffic Volume - Net New Site Trips



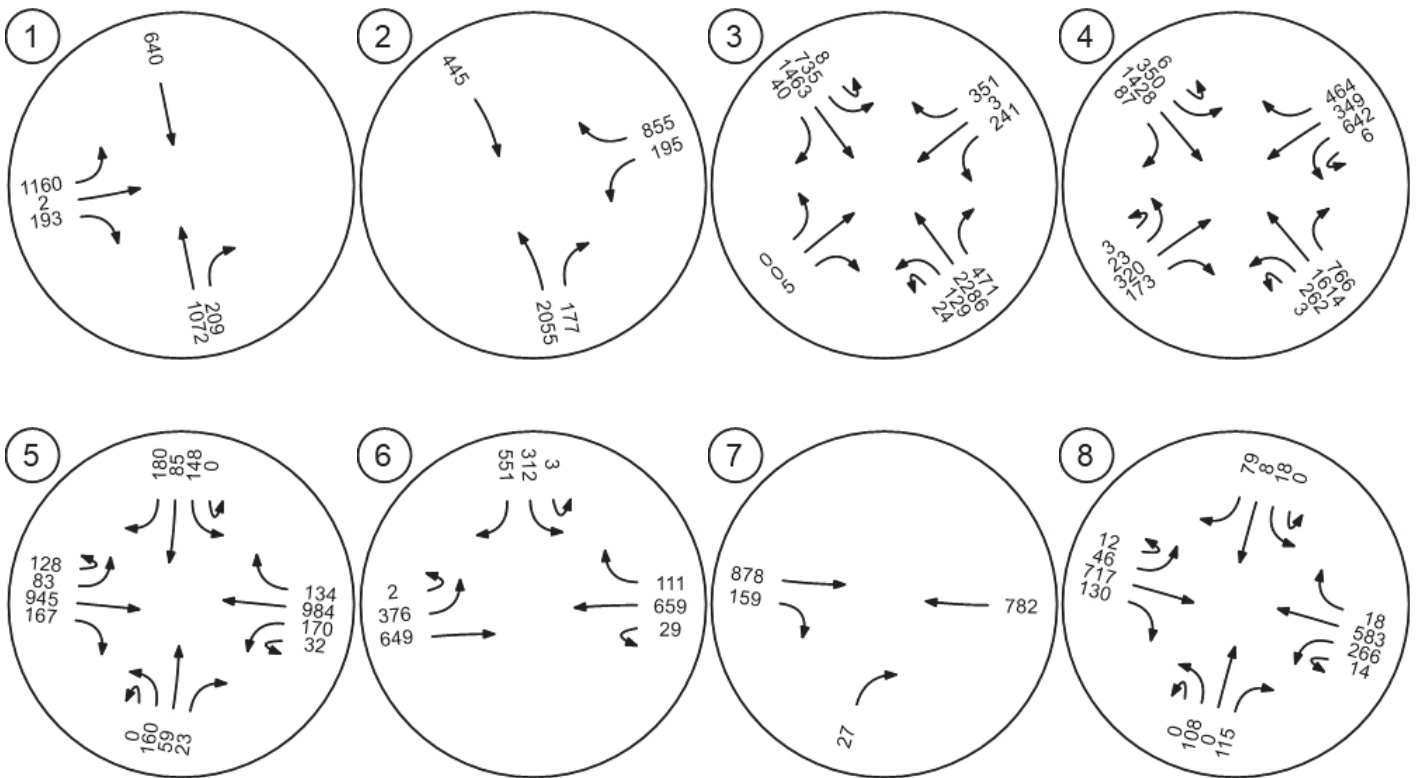
Traffic Volume - Net New Site Trips



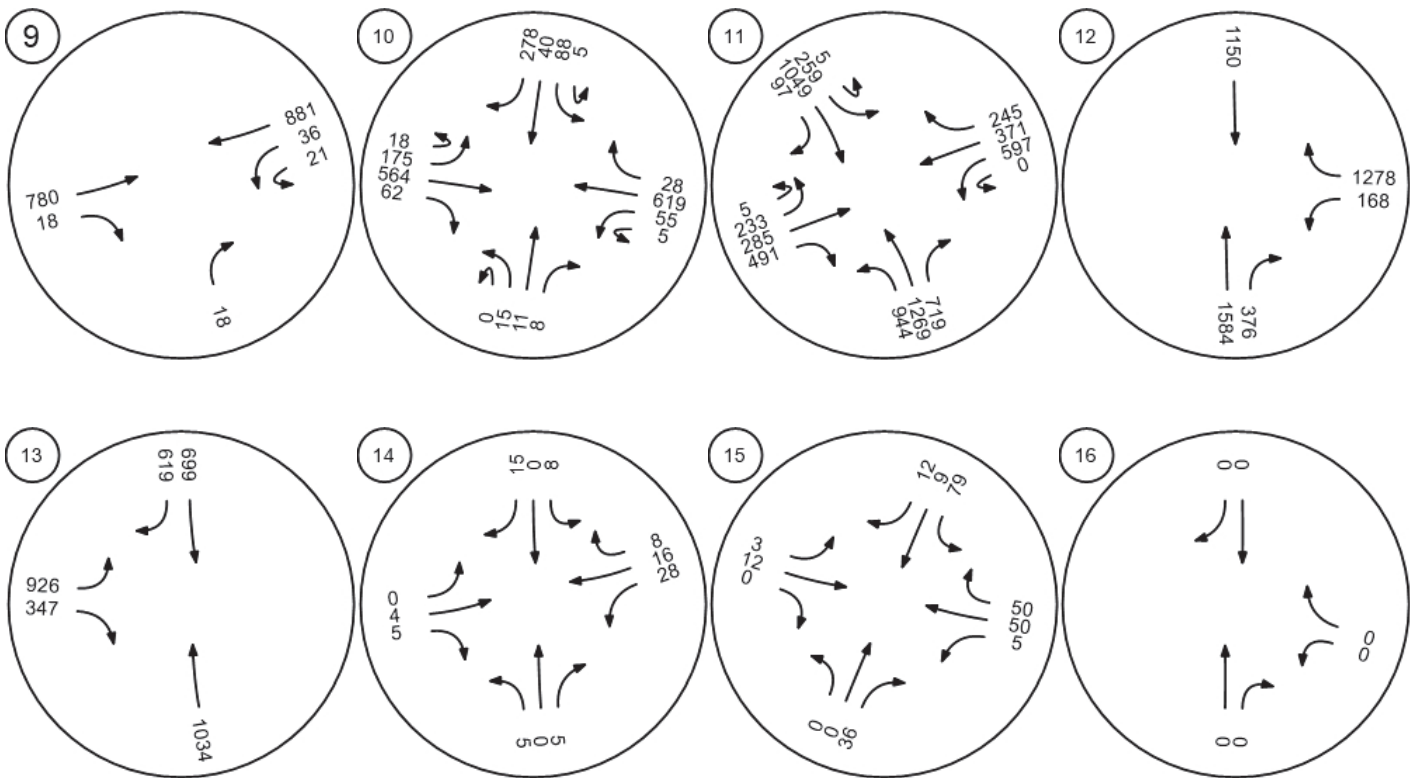
Traffic Volume - Net New Site Trips



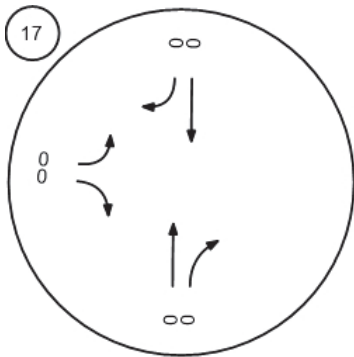
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 4 2026 PM

Report File: Z:\...\2026 PM With Proj Vistro Report.pdf

12/4/2021

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|-------------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Prairie City/US 50 EB | Signalized | HCM 6th Edition | EB Left | 0.854 | 10.6 | B |
| 2 | Prairie City/US 50 WB | Signalized | HCM 6th Edition | WB Right | 0.901 | 10.3 | B |
| 3 | Prairie City/American Aggregates Rd | Signalized | HCM 6th Edition | NB U-T | 0.733 | 30.8 | C |
| 4 | Prairie City/Iron Point | Signalized | HCM 6th Edition | SB Left | 0.873 | 74.1 | E |
| 5 | Iron Point/Grover | Signalized | HCM 6th Edition | EB Left | 0.644 | 43.7 | D |
| 6 | Iron Pt/Oak Ave Pkwy | Signalized | HCM 6th Edition | EB Left | 0.525 | 41.4 | D |
| 7 | Iron Pt/ W Kaiser access | Two-way stop | HCM 6th Edition | NB Right | 0.095 | 13.8 | B |
| 8 | Iron Pt/Rowberry | Signalized | HCM 6th Edition | EB Left | 0.549 | 14.6 | B |
| 9 | Iron Pt/Safe Credit Union access | Two-way stop | HCM 6th Edition | WB U-T | 0.065 | 27.7 | D |
| 10 | Iron Pt/Broadstone | Signalized | HCM 6th Edition | WB U-T | 0.432 | 20.6 | C |
| 11 | Iron Pt/E Bidwell | Signalized | HCM 6th Edition | WB Left | 1.195 | 144.5 | F |
| 12 | E Bidwell/WB 50 | Signalized | HCM 6th Edition | NB Thru | 1.086 | 53.8 | D |
| 13 | E Bidwell/EB 50 | Signalized | HCM 6th Edition | SB Right | 0.925 | 25.5 | C |
| 14 | Lot 6 access | Two-way stop | HCM 6th Edition | NB Left | 0.014 | 8.9 | A |
| 15 | Lot 1 access | Two-way stop | HCM 6th Edition | SB Thru | 0.119 | 10.2 | B |
| 16 | Oak Ave Pkwy/WB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | A |
| 17 | Oak Ave Pkwy/EB 50 | Signalized | HCM 6th Edition | | 0.000 | 0.0 | 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: Prairie City/US 50 EB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 10.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.854 |

Intersection Setup

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\|r |  |  | \|\| |  |  | r\|r\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 50.00 | 100.0 | 100.0 | 100.0 | 470.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 742 | 210 | 0 | 1002 | 0 | 958 | 3 | 144 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 2 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 744 | 176 | 0 | 1003 | 0 | 968 | 3 | 109 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.950 | 0.950 | 1.000 | 0.950 | 1.000 | 0.950 | 0.950 | 0.950 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 196 | 46 | 0 | 264 | 0 | 255 | 1 | 29 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 783 | 185 | 0 | 1056 | 0 | 1019 | 3 | 115 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 65 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Split | Split | Split | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | Yes | | | Yes | | | No | | | | |
| Maximum Recall | | No | | | No | | | No | | | | |
| Pedestrian Recall | | No | | | No | | | No | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | C | R | C | L | C | R | |
|---|------|------|-------|-------|-------|------|--|
| C, Cycle Length [s] | 37 | 37 | 37 | 37 | 37 | 37 | |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| l2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | |
| g_i, Effective Green Time [s] | 14 | 14 | 14 | 13 | 13 | 13 | |
| g / C, Green / Cycle | 0.37 | 0.37 | 0.37 | 0.36 | 0.36 | 0.36 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.22 | 0.12 | 0.29 | 0.28 | 0.28 | 0.07 | |
| s, saturation flow rate [veh/h] | 3589 | 1602 | 3589 | 1795 | 1796 | 1602 | |
| c, Capacity [veh/h] | 1325 | 592 | 1325 | 643 | 644 | 574 | |
| d1, Uniform Delay [s] | 9.53 | 8.42 | 10.55 | 10.77 | 10.77 | 8.30 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.16 | 0.11 | 0.43 | 0.86 | 0.86 | 0.06 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

| | | | | | | | |
|---------------------------------------|-------|-------|--------|-------|-------|-------|--|
| X, volume / capacity | 0.59 | 0.31 | 0.80 | 0.79 | 0.79 | 0.20 | |
| d, Delay for Lane Group [s/veh] | 9.69 | 8.53 | 10.98 | 11.63 | 11.63 | 8.37 | |
| Lane Group LOS | A | A | B | B | B | A | |
| Critical Lane Group | No | No | Yes | Yes | No | No | |
| 50th-Percentile Queue Length [veh/ln] | 1.86 | 0.78 | 2.81 | 2.84 | 2.84 | 0.48 | |
| 50th-Percentile Queue Length [ft/ln] | 46.48 | 19.57 | 70.32 | 71.11 | 71.09 | 11.92 | |
| 95th-Percentile Queue Length [veh/ln] | 3.35 | 1.41 | 5.06 | 5.12 | 5.12 | 0.86 | |
| 95th-Percentile Queue Length [ft/ln] | 83.67 | 35.22 | 126.58 | 127.9 | 127.9 | 21.45 | |

Movement, Approach, & Intersection Results

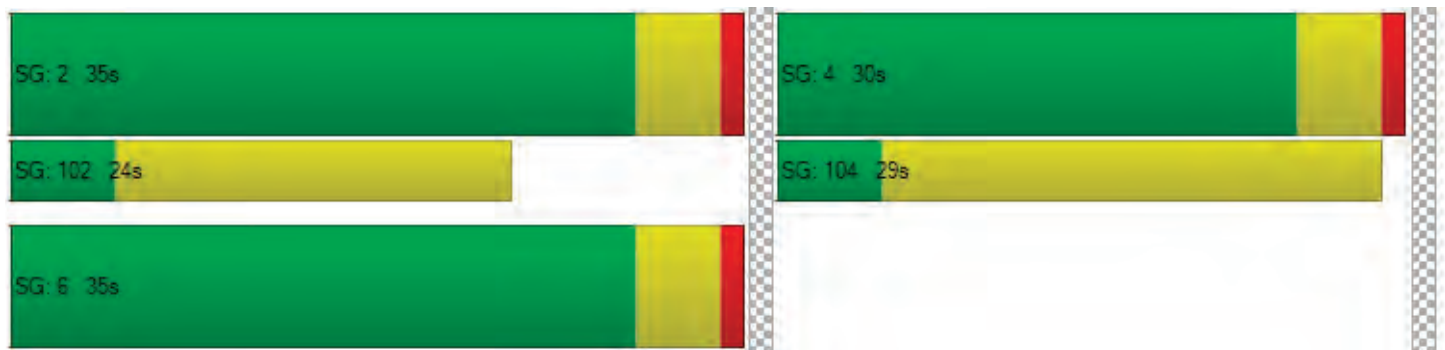
| | | | | | | | | | | | | |
|---------------------------------|------|-------|------|------|-------|------|-------|-------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 9.69 | 8.53 | 0.00 | 10.98 | 0.00 | 11.63 | 11.63 | 8.37 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | B | | B | B | A | | | |
| d_A, Approach Delay [s/veh] | | 9.47 | | | 10.98 | | | 11.30 | | | | 0.00 |
| Approach LOS | | A | | | B | | | B | | | | A |
| d_I, Intersection Delay [s/veh] | | 10.63 | | | | | | | | | | |
| Intersection LOS | | B | | | | | | | | | | |
| Intersection V/C | | 0.854 | | | | | | | | | | |

Other Modes

| | | | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | 0.0 | | 0.0 | | 0.0 | | 9.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| d_p, Pedestrian Delay [s] | | 10.73 | | 0.00 | | 0.00 | | 0.00 | | 10.73 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.731 | | 0.000 | | 0.000 | | 0.000 | | 1.592 |
| Crosswalk LOS | | B | | F | | F | | F | | A |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | | 2000 | | 2000 | | 2000 | | 2000 | | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | | 1604 | | 1604 | | 1336 | | 0 | | 0 |
| d_b, Bicycle Delay [s] | | 0.73 | | 0.73 | | 2.06 | | 18.64 | | 18.64 |
| I_b,int, Bicycle LOS Score for Intersection | | 2.386 | | 2.431 | | 3.493 | | 4.132 | | 4.132 |
| Bicycle LOS | | B | | B | | C | | D | | D |

Sequence

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



**Intersection Level Of Service Report
Intersection 2: Prairie City/US 50 WB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 10.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.901 |

Intersection Setup

| Name | Prairie City | | Prairie City | | WB 50 off | |
|------------------------------|--------------|--------|--------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↑↑↗ | | ↑↑ | | ↖↗↗ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 400.00 | 100.00 | 100.00 | 600.00 | 600.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Prairie City | | Prairie City | | WB 50 off | |
|--|--------------|--------|--------------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1529 | 171 | 0 | 785 | 217 | 528 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 12 | 0 | 0 | 1 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 106 |
| Total Hourly Volume [veh/h] | 1541 | 171 | 0 | 786 | 217 | 422 |
| Peak Hour Factor | 0.8800 | 0.9400 | 1.0000 | 0.8800 | 0.9400 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 438 | 45 | 0 | 223 | 58 | 120 |
| Total Analysis Volume [veh/h] | 1751 | 182 | 0 | 893 | 231 | 480 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Unsignalized | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|--------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 6 | 0 | 0 | 6 | 6 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 50 | 0 |
| Amber [s] | 4.1 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 56 | 0 |
| Vehicle Extension [s] | 1.5 | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 20 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.1 | 0.0 | 0.0 | 3.1 | 3.1 | 0.0 |
| Minimum Recall | Yes | | | Yes | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | L | R |
|---|------|------|-------|-------|
| C, Cycle Length [s] | 46 | 46 | 46 | 46 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 26 | 26 | 10 | 10 |
| g / C, Green / Cycle | 0.56 | 0.56 | 0.22 | 0.22 |
| (v / s)_i Volume / Saturation Flow Rate | 0.50 | 0.25 | 0.13 | 0.17 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 1795 | 2791 |
| c, Capacity [veh/h] | 1974 | 1974 | 398 | 618 |
| d1, Uniform Delay [s] | 8.96 | 6.05 | 16.16 | 17.01 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.57 | 0.06 | 0.50 | 0.80 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | |
|---------------------------------------|--------|-------|-------|-------|
| X, volume / capacity | 0.89 | 0.45 | 0.58 | 0.78 |
| d, Delay for Lane Group [s/veh] | 9.53 | 6.11 | 16.66 | 17.81 |
| Lane Group LOS | A | A | B | B |
| Critical Lane Group | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 5.01 | 1.69 | 1.95 | 2.14 |
| 50th-Percentile Queue Length [ft/ln] | 125.33 | 42.21 | 48.73 | 53.49 |
| 95th-Percentile Queue Length [veh/ln] | 8.69 | 3.04 | 3.51 | 3.85 |
| 95th-Percentile Queue Length [ft/ln] | 217.13 | 75.99 | 87.71 | 96.28 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|------|------|------|-------|-------|
| d_M, Delay for Movement [s/veh] | 9.53 | 0.00 | 0.00 | 6.11 | 16.66 | 17.81 |
| Movement LOS | A | | | A | B | B |
| d_A, Approach Delay [s/veh] | 9.53 | | 6.11 | | 17.44 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 10.29 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.901 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 13.48 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 2.443 |
| Crosswalk LOS | F | F | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 2196 | 2196 | 2196 |
| d_b, Bicycle Delay [s] | 0.22 | 0.22 | 0.22 |
| I_b,int, Bicycle LOS Score for Intersection | 3.004 | 2.296 | 1.560 |
| Bicycle LOS | C | B | A |

Sequence

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



Intersection Level Of Service Report
Intersection 3: Prairie City/American Aggregates Rd

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 30.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.733 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100 | 100 | 100 | 100 | 400 | 100 | 100 | 100 | 100.0 | 100.0 | 100.0 | 130.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | | No | | | | No | | | No | | |
| Crosswalk | No | | | | Yes | | | | Yes | | | Yes | | |

Volumes

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|--|--------------|------|------|------|--------------|------|------|------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 46 | 9 | 187 | 124 | 5 | 141 | 173 | 2 | 15 | 2 | 51 | 235 | 0 | 224 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 12 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 65 |
| Total Hourly Volume [veh/h] | 46 | 9 | 189 | 97 | 5 | 141 | 174 | 2 | 15 | 2 | 0 | 235 | 0 | 159 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.78 | 0.78 | 0.81 | 0.78 | 0.780 | 0.780 | 0.810 | 0.810 | 0.780 | 0.780 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 14 | 3 | 583 | 30 | 2 | 45 | 538 | 1 | 5 | 1 | 0 | 73 | 0 | 51 |
| Total Analysis Volume [veh/h] | 57 | 11 | 233 | 120 | 6 | 181 | 215 | 3 | 19 | 3 | 0 | 290 | 0 | 204 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | 51 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 51 | | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 2 | | | | 0 | | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | 2 | | |
| 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] | 165 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Per | Per | Prot | Per | Per | Split | Split | Split | Split | Split | Split |
|------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 0 | 3 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 0 |
| Maximum Green [s] | 0 | 30 | 50 | 0 | 0 | 50 | 50 | 0 | 30 | 24 | 0 | 0 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 3.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 56 | 0 | 0 | 55 | 56 | 0 | 0 | 29 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 2.0 | 5.0 | 0.0 | 3.0 | 2.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 18 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 2.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | | | No | |
| Maximum Recall | | No | No | | | No | No | | | No | | | No | |
| Pedestrian Recall | | 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 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| C, Cycle Length [s] | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.00 | 6.00 | 4.50 | 6.00 | 6.00 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.00 | 4.00 | 2.50 | 4.00 | 4.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 5 | 97 | 97 | 11 | 103 | 103 | 3 | 3 | 3 | 34 | 34 | 34 |
| g / C, Green / Cycle | 0.03 | 0.59 | 0.59 | 0.07 | 0.62 | 0.62 | 0.02 | 0.02 | 0.02 | 0.21 | 0.21 | 0.21 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02 | 0.46 | 0.08 | 0.05 | 0.42 | 0.00 | 0.01 | 0.00 | 0.00 | 0.16 | 0.07 | 0.07 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 1588 | 3486 | 5094 | 1602 | 3486 | 1885 | 1589 | 1781 | 1484 | 1484 |
| c, Capacity [veh/h] | 107 | 2993 | 933 | 235 | 3179 | 1000 | 68 | 37 | 31 | 369 | 308 | 308 |
| d1, Uniform Delay [s] | 79.04 | 25.89 | 15.18 | 75.84 | 20.20 | 11.68 | 79.76 | 79.46 | 0.00 | 61.95 | 55.69 | 55.38 |
| k, delay calibration | 0.04 | 0.50 | 0.50 | 0.04 | 0.50 | 0.50 | 0.04 | 0.04 | 0.04 | 0.15 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.30 | 2.08 | 0.28 | 2.33 | 1.18 | 0.01 | 0.82 | 0.35 | 0.00 | 5.25 | 0.23 | 0.23 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| X, volume / capacity | 0.63 | 0.78 | 0.13 | 0.80 | 0.68 | 0.00 | 0.28 | 0.08 | 0.00 | 0.79 | 0.33 | 0.33 |
| d, Delay for Lane Group [s/veh] | 81.34 | 27.97 | 15.46 | 78.17 | 21.38 | 11.69 | 80.58 | 79.80 | 0.00 | 67.20 | 55.92 | 55.62 |
| Lane Group LOS | F | C | B | E | C | B | F | E | A | E | E | E |
| Critical Lane Group | No | Yes | No | Yes | No | No | Yes | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 1.47 | 23.53 | 2.15 | 4.02 | 18.16 | 0.04 | 0.41 | 0.13 | 0.00 | 12.13 | 3.68 | 3.66 |
| 50th-Percentile Queue Length [ft/ln] | 36.87 | 588.3 | 53.76 | 100.3 | 454.1 | 1.11 | 10.24 | 3.25 | 0.00 | 303.2 | 92.11 | 91.61 |
| 95th-Percentile Queue Length [veh/ln] | 2.65 | 31.49 | 3.87 | 7.23 | 25.15 | 0.08 | 0.74 | 0.23 | 0.00 | 17.84 | 6.63 | 6.60 |
| 95th-Percentile Queue Length [ft/ln] | 66.37 | 787.2 | 96.78 | 180.7 | 628.8 | 2.01 | 18.43 | 5.85 | 0.00 | 445.9 | 165.7 | 164.9 |

Movement, Approach, & Intersection Results

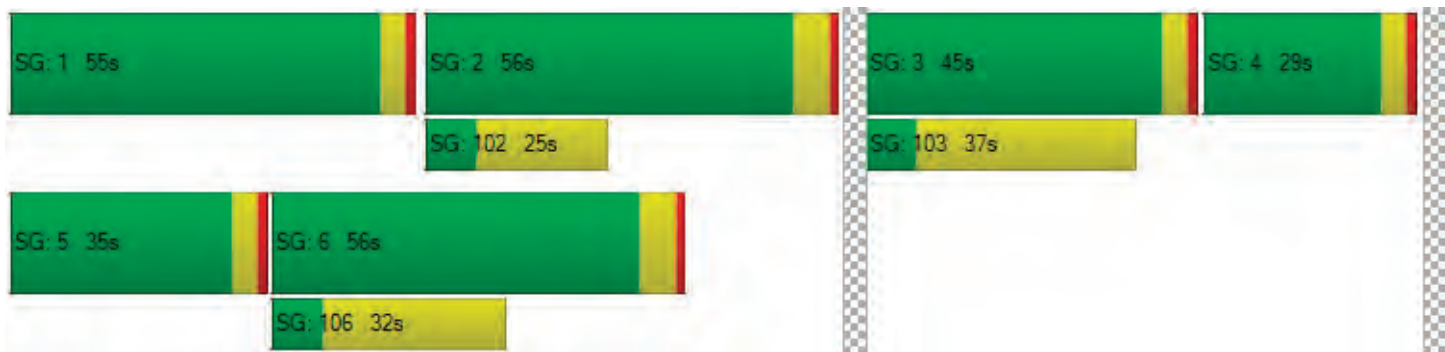
| | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 81.3 | 81.3 | 27.9 | 15.4 | 78.1 | 78.1 | 21.3 | 11.6 | 80.58 | 79.80 | 39.90 | 67.20 | 55.92 | 55.77 |
| Movement LOS | F | F | C | B | E | E | C | B | F | E | D | E | E | E |
| d_A, Approach Delay [s/veh] | 28.81 | | | 25.90 | | | 80.48 | | | 62.48 | | | | |
| Approach LOS | C | | | C | | | F | | | E | | | | |
| d_I, Intersection Delay [s/veh] | 30.84 | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | |
| Intersection V/C | 0.733 | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 | 11.0 |
| 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 | 71.88 | 71.88 | 71.88 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.416 | 2.568 | 2.595 |
| Crosswalk LOS | F | C | B | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 606 | 606 | 297 | 491 |
| d_b, Bicycle Delay [s] | 40.08 | 40.08 | 59.83 | 46.98 |
| I_b,int, Bicycle LOS Score for Intersection | 2.930 | 2.749 | 1.680 | 2.482 |
| Bicycle LOS | C | B | A | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 74.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.873 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | ▣▣▣▣ | | | | ▣▣▣▣ | | | | ▣▣▣▣ | | | | ▣▣▣▣ | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 250 | 113 | 731 | 15 | 431 | 113 | 36 | 1 | 41 | 305 | 200 | 14 | 545 | 338 | 439 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 8 | 2 | 5 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 250 | 113 | 743 | 15 | 439 | 113 | 36 | 1 | 41 | 308 | 200 | 14 | 553 | 340 | 444 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 74 | 339 | 221 | 4 | 131 | 338 | 11 | 0 | 12 | 92 | 60 | 4 | 165 | 101 | 132 |
| Total Analysis Volume [veh/h] | 4 | 298 | 135 | 885 | 18 | 523 | 135 | 43 | 1 | 49 | 367 | 238 | 17 | 658 | 405 | 529 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 74 | | | | 0 | | | | 1 | | | | 54 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 1 | | | | 54 | | | | 74 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 58 | | | | 2 | | | | 134 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 134 | | | | 2 | | | | 58 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 40 | 0 | 0 | 35 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 40 | 0 | 0 | 40 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 6.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 6.6 | 0.0 | 0.0 | 2.0 | 5.9 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 185 | 185 | 185 | 185 | 185 | 185 | 185 | 185 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 18 | 71 | 25 | 77 | 4 | 33 | 35 | 65 |
| g / C, Green / Cycle | 0.10 | 0.38 | 0.14 | 0.42 | 0.02 | 0.18 | 0.19 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.38 | 0.16 | 0.26 | 0.01 | 0.07 | 0.19 | 0.08 |
| s, saturation flow rate [veh/h] | 3486 | 3589 | 3486 | 5135 | 3486 | 5135 | 3486 | 5135 |
| c, Capacity [veh/h] | 344 | 1368 | 480 | 2144 | 84 | 930 | 669 | 1791 |
| d1, Uniform Delay [s] | 82.29 | 56.92 | 79.77 | 42.60 | 89.38 | 66.81 | 74.77 | 42.60 |
| k, delay calibration | 0.04 | 0.50 | 0.05 | 0.50 | 0.04 | 0.55 | 0.04 | 0.37 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.88 | 22.18 | 60.06 | 1.42 | 2.46 | 1.39 | 12.21 | 0.22 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|---------|--------|--------|-------|--------|--------|--------|
| X, volume / capacity | 0.88 | 0.99 | 1.13 | 0.63 | 0.59 | 0.39 | 1.01 | 0.23 |
| d, Delay for Lane Group [s/veh] | 85.17 | 79.11 | 139.83 | 44.02 | 91.83 | 68.20 | 86.98 | 42.81 |
| Lane Group LOS | F | E | F | D | F | E | F | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 7.32 | 35.69 | 15.55 | 16.82 | 1.23 | 5.29 | 17.13 | 4.52 |
| 50th-Percentile Queue Length [ft/ln] | 183.01 | 892.22 | 388.69 | 420.51 | 30.70 | 132.13 | 428.15 | 112.91 |
| 95th-Percentile Queue Length [veh/ln] | 11.76 | 45.49 | 23.23 | 23.55 | 2.21 | 9.06 | 24.04 | 8.00 |
| 95th-Percentile Queue Length [ft/ln] | 293.94 | 1137.16 | 580.82 | 588.66 | 55.27 | 226.38 | 600.90 | 200.04 |

Movement, Approach, & Intersection Results

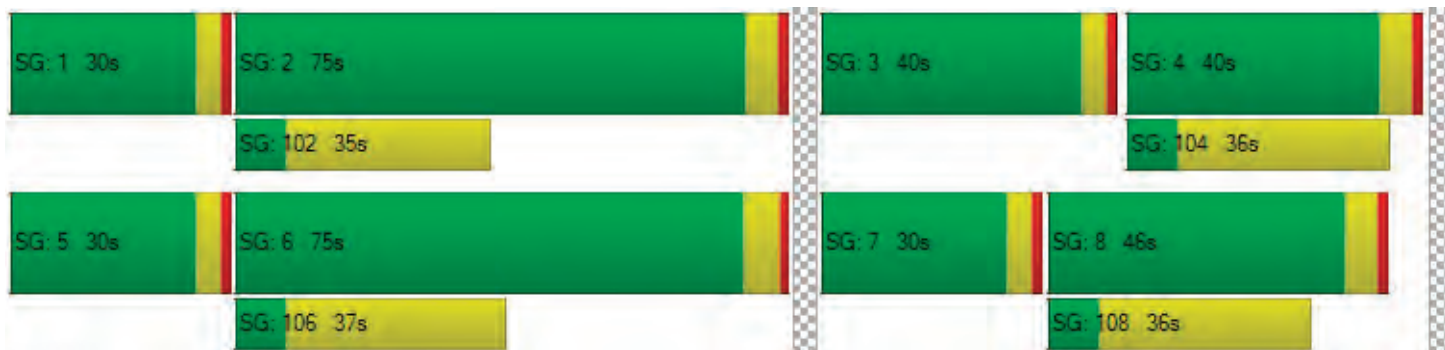
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 85.1 | 85.1 | 79.1 | 0.00 | 139. | 139. | 44.0 | 0.00 | 91.8 | 91.8 | 68.2 | 0.00 | 86.9 | 86.9 | 42.8 | 0.00 |
| Movement LOS | F | F | E | | F | F | D | | F | F | E | | F | F | D | |
| d_A, Approach Delay [s/veh] | 80.21 | | | | 71.40 | | | | 71.03 | | | | 70.42 | | | |
| Approach LOS | F | | | | E | | | | E | | | | E | | | |
| d_I, Intersection Delay [s/veh] | 74.05 | | | | | | | | | | | | | | | |
| Intersection LOS | E | | | | | | | | | | | | | | | |
| Intersection V/C | 0.873 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 70.73 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 81.84 | 81.84 | 81.84 | 81.84 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.280 | 3.240 | 3.110 | 3.192 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 751 | 746 | 373 | 438 |
| d_b, Bicycle Delay [s] | 36.06 | 36.38 | 61.23 | 56.44 |
| I_b,int, Bicycle LOS Score for Intersection | 2.923 | 2.313 | 1.762 | 1.792 |
| Bicycle LOS | C | 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 5: Iron Point/Grover**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 43.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.644 |

Intersection Setup

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | | | | | | | | | | | | | | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 100. | 100. | 100. | 200. | 200. | 100. | 100. | 230. | 210. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | No | | | |

Volumes

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|--------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 124 | 33 | 18 | 0 | 92 | 25 | 98 | 92 | 127 | 128 | 58 | 29 | 43 | 105 | 91 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 1 | 15 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 21 |
| Total Hourly Volume [veh/h] | 0 | 124 | 33 | 14 | 0 | 95 | 25 | 66 | 92 | 127 | 131 | 39 | 29 | 44 | 107 | 72 |
| Peak Hour Factor | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 40 | 11 | 5 | 0 | 31 | 8 | 21 | 30 | 41 | 426 | 13 | 9 | 14 | 348 | 23 |
| Total Analysis Volume [veh/h] | 0 | 161 | 43 | 18 | 0 | 123 | 32 | 86 | 119 | 165 | 170 | 51 | 38 | 57 | 139 | 94 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 16 | | | | 411 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 411 | | | | 16 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 7 | | | | 338 | | | | 28 | | | | 25 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 28 | | | | 25 | | | | 7 | | | | 338 | | | |
| 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 | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 0 | 0 | 3 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 30 | 69 | 0 | 0 | 30 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 15 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|----|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 27 |
| Pedestrian Clearance [s] | 30 |

Lane Group Calculations

| Lane Group | L | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 154 | 154 | 154 | 154 | 154 | 154 | 154 | 154 | 154 | 154 | 154 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 12 | 12 | 40 | 40 | 40 | 26 | 74 | 74 | 10 | 57 | 57 |
| g / C, Green / Cycle | 0.08 | 0.08 | 0.26 | 0.26 | 0.26 | 0.17 | 0.48 | 0.48 | 0.06 | 0.37 | 0.37 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.06 | 0.07 | 0.02 | 0.08 | 0.16 | 0.33 | 0.03 | 0.05 | 0.27 | 0.08 |
| s, saturation flow rate [veh/h] | 1781 | 1779 | 1781 | 1870 | 1051 | 1781 | 5094 | 1531 | 1781 | 5094 | 1191 |
| c, Capacity [veh/h] | 135 | 135 | 461 | 485 | 272 | 305 | 2436 | 732 | 116 | 1895 | 443 |
| d1, Uniform Delay [s] | 70.29 | 70.30 | 45.51 | 43.11 | 44.79 | 63.07 | 31.58 | 21.72 | 71.28 | 41.89 | 32.36 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.62 | 4.63 | 0.11 | 0.02 | 0.24 | 24.64 | 0.63 | 0.07 | 5.32 | 0.97 | 0.41 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.82 | 0.82 | 0.27 | 0.07 | 0.32 | 0.93 | 0.70 | 0.07 | 0.82 | 0.73 | 0.21 |
| d, Delay for Lane Group [s/veh] | 74.92 | 74.93 | 45.63 | 43.13 | 45.04 | 87.71 | 32.21 | 21.79 | 76.59 | 42.85 | 32.77 |
| Lane Group LOS | E | E | D | D | D | F | C | C | E | D | C |
| Critical Lane Group | No | Yes | No | No | Yes | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.52 | 4.52 | 3.83 | 0.94 | 2.64 | 13.11 | 16.76 | 1.04 | 3.90 | 15.49 | 2.45 |
| 50th-Percentile Queue Length [ft/ln] | 113.03 | 112.96 | 95.66 | 23.55 | 66.04 | 327.8 | 418.8 | 26.01 | 97.55 | 387.3 | 61.26 |
| 95th-Percentile Queue Length [veh/ln] | 8.01 | 8.00 | 6.89 | 1.70 | 4.75 | 19.05 | 23.47 | 1.87 | 7.02 | 21.95 | 4.41 |
| 95th-Percentile Queue Length [ft/ln] | 200.21 | 200.11 | 172.1 | 42.39 | 118.8 | 476.2 | 586.7 | 46.81 | 175.5 | 548.7 | 110.2 |

Movement, Approach, & Intersection Results

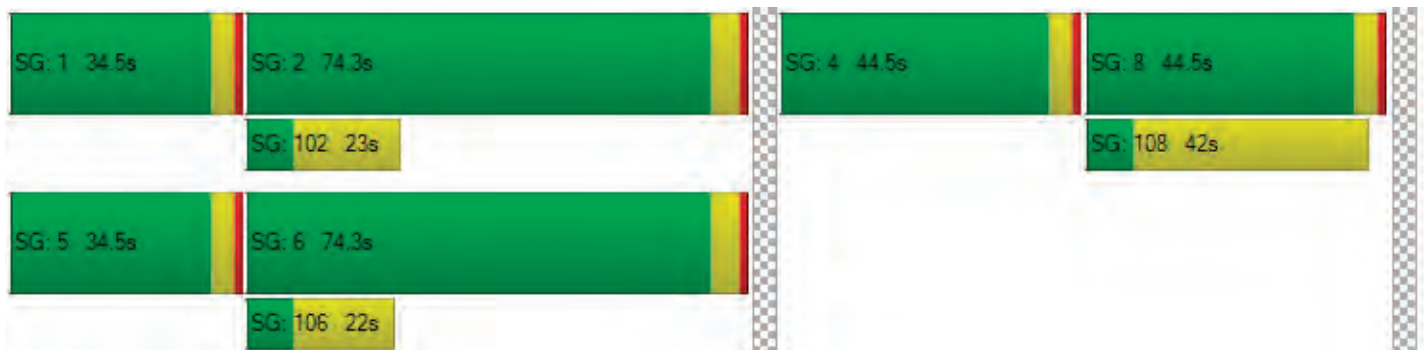
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 74.9 | 74.9 | 74.9 | 74.9 | 45.6 | 45.6 | 43.1 | 45.0 | 87.7 | 87.7 | 32.2 | 21.7 | 76.5 | 76.5 | 42.8 | 32.7 |
| Movement LOS | E | E | E | E | D | D | D | D | F | F | C | C | E | E | D | C |
| d_A, Approach Delay [s/veh] | 74.92 | | | | 45.09 | | | | 39.69 | | | | 44.28 | | | |
| Approach LOS | E | | | | D | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 43.70 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.644 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|--------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 11.0 | | | | 0.0 | | | |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 134.54 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| d_p, Pedestrian Delay [s] | 66.51 | | | | 66.51 | | | | 66.51 | | | | 0.00 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.100 | | | | 2.348 | | | | 3.232 | | | | 0.000 | | | |
| Crosswalk LOS | B | | | | B | | | | C | | | | F | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 519 | | | | 519 | | | | 895 | | | | 895 | | | |
| d_b, Bicycle Delay [s] | 42.31 | | | | 42.31 | | | | 23.55 | | | | 23.55 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.670 | | | | 1.807 | | | | 2.600 | | | | 2.419 | | | |
| Bicycle LOS | A | | | | A | | | | B | | | | B | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 6: Iron Pt/Oak Ave Pkwy**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 41.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.525 |

Intersection Setup

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|------------------------------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | T T T | | | T T T | | | T T T | | |
| Turning Movement | U-turn | Left | Right | U-turn | Left | Thru | U-turn | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 200.00 | 100.00 | 200.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 250.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | |
| Crosswalk | Yes | | | No | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Iron Pt | | | Iron Pt | | |
|--|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 186 | 237 | 45 | 429 | 947 | 9 | 718 | 192 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 14 | 0 | 0 | 0 | 28 | 0 | 18 | 9 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 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 |
| Total Hourly Volume [veh/h] | 3 | 200 | 237 | 45 | 429 | 975 | 9 | 736 | 201 |
| Peak Hour Factor | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 |
| Other Adjustment Factor | 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 | 59 | 70 | 13 | 126 | 287 | 3 | 216 | 59 |
| Total Analysis Volume [veh/h] | 4 | 235 | 279 | 53 | 505 | 1147 | 11 | 866 | 236 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 106 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fixed time |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissi | Permissi | Unsignali | Permissi | Protecte | Permissi | Protecte | Permissi | Unsignali |
|------------------------------|----------|----------|-----------|----------|----------|----------|----------|----------|-----------|
| Signal Group | 0 | 8 | 0 | 0 | 5 | 2 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | |
| Lead / Lag | - | Lead | - | - | Lead | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 10 | 5 | 10 | 0 |
| Maximum Green [s] | 0 | 25 | 0 | 0 | 25 | 40 | 25 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 3.5 | 5.3 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 46 | 30 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.3 | 2.0 | 5.4 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 27 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 2.5 | 4.3 | 0.0 |
| Minimum Recall | | No | | | No | Yes | No | Yes | |
| Maximum Recall | | No | | | No | No | No | No | |
| Pedestrian Recall | | 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 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 7 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | L | C | L | C |
|---|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 114 | 114 | 114 | 114 | 114 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 5.30 | 4.50 | 6.30 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 3.30 | 2.50 | 4.30 |
| g_i, Effective Green Time [s] | 26 | 26 | 41 | 26 | 40 |
| g / C, Green / Cycle | 0.22 | 0.22 | 0.36 | 0.22 | 0.35 |
| (v / s)_i Volume / Saturation Flow Rate | 0.07 | 0.16 | 0.32 | 0.01 | 0.24 |
| s, saturation flow rate [veh/h] | 3486 | 3486 | 3589 | 1795 | 3589 |
| c, Capacity [veh/h] | 780 | 780 | 1281 | 402 | 1250 |
| d1, Uniform Delay [s] | 36.88 | 40.90 | 34.63 | 34.56 | 31.91 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.02 | 5.56 | 9.91 | 0.13 | 3.18 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | |
|---------------------------------------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.31 | 0.72 | 0.90 | 0.03 | 0.69 |
| d, Delay for Lane Group [s/veh] | 37.90 | 46.46 | 44.55 | 34.69 | 35.09 |
| Lane Group LOS | D | D | D | C | D |
| Critical Lane Group | Yes | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 2.89 | 7.81 | 16.49 | 0.25 | 10.68 |
| 50th-Percentile Queue Length [ft/ln] | 72.35 | 195.26 | 412.37 | 6.36 | 267.10 |
| 95th-Percentile Queue Length [veh/ln] | 5.21 | 12.39 | 23.16 | 0.46 | 16.04 |
| 95th-Percentile Queue Length [ft/ln] | 130.23 | 309.84 | 578.88 | 11.44 | 401.12 |

Movement, Approach, & Intersection Results

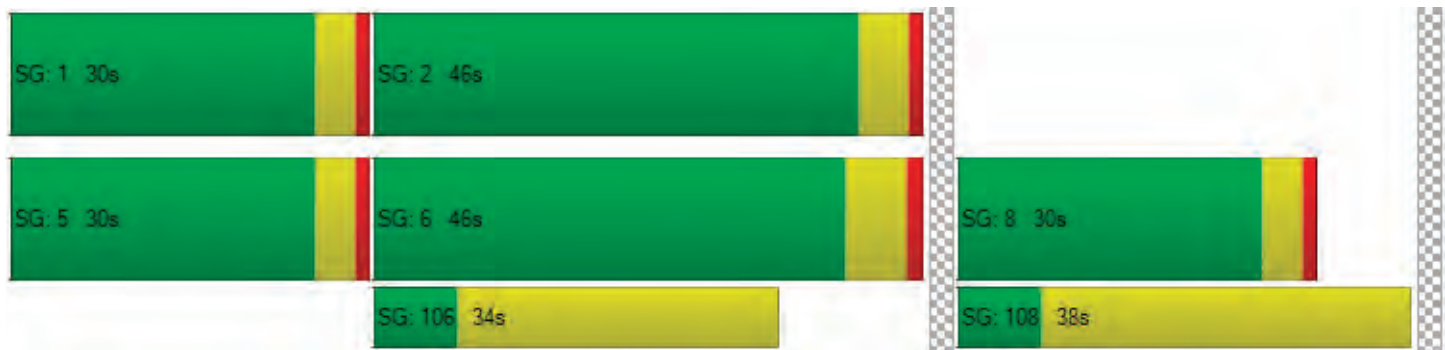
| | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 37.90 | 37.90 | 0.00 | 46.46 | 46.46 | 44.55 | 34.69 | 35.09 | 0.00 |
| Movement LOS | D | D | | D | D | D | C | D | |
| d_A, Approach Delay [s/veh] | 37.90 | | 45.17 | | | 35.08 | | | |
| Approach LOS | D | | D | | | D | | | |
| d_I, Intersection Delay [s/veh] | 41.42 | | | | | | | | |
| Intersection LOS | D | | | | | | | | |
| Intersection V/C | 0.525 | | | | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 46.53 | 0.00 | 46.53 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.585 | 0.000 | 2.920 |
| Crosswalk LOS | B | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 447 | 714 | 696 |
| d_b, Bicycle Delay [s] | 34.35 | 23.57 | 24.21 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.550 | 2.283 |
| Bicycle LOS | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 7: Iron Pt/ W Kaiser access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.095 |

Intersection Setup

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|------------------------------|-----------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|---|-----------------|--------|---------|--------|---------|--------|
| Base Volume Input [veh/h] | 0 | 39 | 1062 | 84 | 0 | 923 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 17 | 25 | 0 | 27 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 39 | 1079 | 109 | 0 | 950 |
| Peak Hour Factor | 1.0000 | 0.9100 | 0.9100 | 0.9100 | 1.0000 | 0.9100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 11 | 296 | 30 | 0 | 261 |
| Total Analysis Volume [veh/h] | 0 | 43 | 1186 | 120 | 0 | 1044 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.10 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 13.82 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 7.85 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 13.82 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.25 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 8: Iron Pt/Rowberry**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 14.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.549 |

Intersection Setup

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T | | | | T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 220. | 100. | 100. | 100. | 30.0 | 100. | 100. | 100. | 100. | 325. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | No | | | | Yes | | | |

Volumes

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|--|----------|------|------|------|----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 140 | 3 | 208 | 0 | 12 | 0 | 32 | 22 | 74 | 904 | 101 | 1 | 164 | 729 | 12 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 27 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 13 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 145 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 167 | 3 | 72 | 0 | 12 | 0 | 11 | 22 | 74 | 921 | 96 | 1 | 177 | 729 | 12 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.93 | 0.95 | 0.95 | 0.95 | 0.95 | 0.93 | 0.95 | 0.93 | 0.95 | 0.95 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 45 | 1 | 19 | 0 | 3 | 0 | 3 | 6 | 19 | 242 | 26 | 0 | 48 | 192 | 3 |
| Total Analysis Volume [veh/h] | 0 | 180 | 3 | 77 | 0 | 13 | 0 | 12 | 23 | 78 | 969 | 103 | 1 | 190 | 767 | 13 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 150 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 40 | 0 | 0 | 25 | 40 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 45 | 0 | 0 | 30 | 45 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| C, Cycle Length [s] | 53 | 53 | 53 | 53 | 53 | 53 | 53 | 53 | 53 | 53 | 53 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 5 | 5 | 5 | 2 | 2 | 4 | 23 | 23 | 5 | 24 | 24 |
| g / C, Green / Cycle | 0.09 | 0.09 | 0.09 | 0.03 | 0.03 | 0.07 | 0.44 | 0.44 | 0.09 | 0.45 | 0.45 |
| (v / s)_i Volume / Saturation Flow Rate | 0.05 | 0.05 | 0.05 | 0.01 | 0.01 | 0.06 | 0.27 | 0.06 | 0.06 | 0.21 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 1784 | 1589 | 1795 | 1589 | 1795 | 3589 | 1589 | 3459 | 3589 | 1602 |
| c, Capacity [veh/h] | 165 | 166 | 148 | 53 | 47 | 133 | 1566 | 693 | 308 | 1620 | 723 |
| d1, Uniform Delay [s] | 23.15 | 23.15 | 23.08 | 25.32 | 25.32 | 24.25 | 11.62 | 9.07 | 23.44 | 10.22 | 8.10 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.07 | 1.07 | 1.06 | 0.88 | 1.05 | 3.33 | 0.69 | 0.17 | 0.76 | 0.37 | 0.02 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| X, volume / capacity | 0.55 | 0.55 | 0.52 | 0.24 | 0.25 | 0.76 | 0.62 | 0.15 | 0.62 | 0.47 | 0.02 |
| d, Delay for Lane Group [s/veh] | 24.22 | 24.22 | 24.14 | 26.19 | 26.37 | 27.58 | 12.31 | 9.24 | 24.20 | 10.59 | 8.12 |
| Lane Group LOS | C | C | C | C | C | C | B | A | C | B | A |
| Critical Lane Group | Yes | No | No | No | Yes | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 1.06 | 1.07 | 0.90 | 0.16 | 0.15 | 1.28 | 3.77 | 0.63 | 1.10 | 2.63 | 0.07 |
| 50th-Percentile Queue Length [ft/ln] | 26.61 | 26.64 | 22.39 | 4.08 | 3.81 | 32.00 | 94.26 | 15.83 | 27.56 | 65.84 | 1.80 |
| 95th-Percentile Queue Length [veh/ln] | 1.92 | 1.92 | 1.61 | 0.29 | 0.27 | 2.30 | 6.79 | 1.14 | 1.98 | 4.74 | 0.13 |
| 95th-Percentile Queue Length [ft/ln] | 47.89 | 47.95 | 40.30 | 7.34 | 6.85 | 57.59 | 169.6 | 28.49 | 49.60 | 118.5 | 3.24 |

Movement, Approach, & Intersection Results

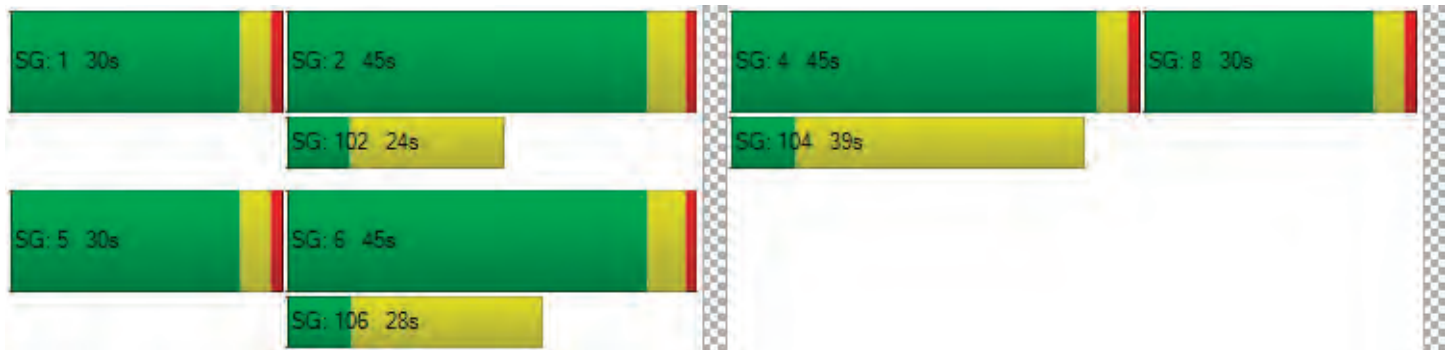
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 24.2 | 24.2 | 24.2 | 24.1 | 26.1 | 26.1 | 26.3 | 26.3 | 27.5 | 27.5 | 12.3 | 9.24 | 24.2 | 24.2 | 10.5 | 8.12 |
| Movement LOS | C | C | C | C | C | C | C | C | C | C | B | A | C | C | B | A |
| d_A, Approach Delay [s/veh] | 24.20 | | | | 26.28 | | | | 13.36 | | | | 13.23 | | | |
| Approach LOS | C | | | | C | | | | B | | | | B | | | |
| d_I, Intersection Delay [s/veh] | 14.60 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.549 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 0.0 | 11.0 |
| 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] | 16.74 | 16.74 | 0.00 | 16.74 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.614 | 1.986 | 0.000 | 2.961 |
| Crosswalk LOS | B | A | F | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1522 | 958 | 1492 | 1492 |
| d_b, Bicycle Delay [s] | 1.52 | 7.22 | 1.72 | 1.72 |
| I_b,int, Bicycle LOS Score for Intersection | 1.931 | 1.614 | 2.467 | 2.360 |
| Bicycle LOS | A | A | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 9: Iron Pt/Safe Credit Union access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 27.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.065 |

Intersection Setup

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|------------------------------|--------------------------|--------|-----------|-------|-----------|--------|--------|
| Approach | Northbound | | Eastbound | | Westbound | | |
| Lane Configuration | | | | | | | |
| Turning Movement | Left | Right | Thru | Right | U-turn | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 90.00 | 120.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 49.21 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | | |
| Crosswalk | Yes | | No | | No | | |

Volumes

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|---|--------------------------|--------|---------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 25 | 1144 | 1 | 10 | 5 | 905 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 5 | 9 | 17 | 0 | 9 | 13 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 30 | 1153 | 18 | 10 | 14 | 918 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 8 | 303 | 5 | 3 | 4 | 242 |
| Total Analysis Volume [veh/h] | 0 | 32 | 1214 | 19 | 11 | 15 | 966 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | |
|---------------------------------------|-------|-------|------|------|-------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.07 | 0.01 | 0.00 | 0.07 | 0.03 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 13.78 | 0.00 | 0.00 | 27.71 | 12.64 | 0.00 |
| Movement LOS | | B | A | A | D | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.23 | 0.00 | 0.00 | 0.30 | 0.30 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 5.83 | 0.00 | 0.00 | 7.52 | 7.52 | 0.00 |
| d_A, Approach Delay [s/veh] | 13.78 | | 0.00 | | 0.50 | | |
| Approach LOS | B | | A | | A | | |
| d_I, Intersection Delay [s/veh] | 0.41 | | | | | | |
| Intersection LOS | D | | | | | | |

**Intersection Level Of Service Report
Intersection 10: Iron Pt/Broadstone**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 20.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.432 |

Intersection Setup

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 270. | 100. | 100. | 200. | 230. | 100. | 100. | 270. | 240. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 240. | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | Yes | | | |

Volumes

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 59 | 55 | 40 | 1 | 146 | 36 | 265 | 27 | 359 | 742 | 51 | 12 | 15 | 570 | 80 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 11 | 0 | 0 | 0 | 17 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 270 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 80 |
| Total Hourly Volume [veh/h] | 0 | 59 | 55 | 24 | 1 | 146 | 36 | 0 | 27 | 362 | 753 | 42 | 12 | 15 | 587 | 0 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.91 | 0.94 | 0.91 | 0.94 | 0.94 | 0.94 | 0.94 | 0.91 | 0.94 | 0.91 | 0.91 | 0.91 | 0.91 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 16 | 15 | 7 | 0 | 40 | 10 | 0 | 7 | 96 | 207 | 11 | 3 | 4 | 161 | 0 |
| Total Analysis Volume [veh/h] | 0 | 63 | 59 | 26 | 1 | 160 | 38 | 0 | 29 | 385 | 827 | 45 | 13 | 16 | 645 | 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Per | Per | Per | Per | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 30 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.50 | 5.50 | 4.50 | 5.50 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 9 | 9 | 9 | 10 | 10 | 10 | 25 | 25 | 2 | 17 |
| g / C, Green / Cycle | 0.14 | 0.14 | 0.14 | 0.15 | 0.15 | 0.16 | 0.38 | 0.38 | 0.03 | 0.26 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.03 | 0.02 | 0.05 | 0.01 | 0.12 | 0.16 | 0.03 | 0.01 | 0.13 |
| s, saturation flow rate [veh/h] | 1795 | 1881 | 1589 | 3459 | 3589 | 3486 | 5094 | 1602 | 3459 | 5094 |
| c, Capacity [veh/h] | 257 | 270 | 228 | 517 | 537 | 548 | 1955 | 615 | 110 | 1318 |
| d1, Uniform Delay [s] | 24.76 | 24.74 | 24.33 | 24.74 | 23.84 | 26.29 | 14.78 | 12.74 | 30.82 | 20.51 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.28 | 0.04 | 0.28 |
| 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] | 0.17 | 0.16 | 0.08 | 0.13 | 0.02 | 0.81 | 0.38 | 0.13 | 0.47 | 0.74 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| X, volume / capacity | 0.23 | 0.23 | 0.11 | 0.31 | 0.07 | 0.76 | 0.42 | 0.07 | 0.26 | 0.49 |
| d, Delay for Lane Group [s/veh] | 24.93 | 24.90 | 24.41 | 24.87 | 23.86 | 27.11 | 15.16 | 12.87 | 31.29 | 21.25 |
| Lane Group LOS | C | C | C | C | C | C | B | B | C | C |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 0.80 | 0.82 | 0.34 | 1.06 | 0.24 | 2.97 | 2.79 | 0.40 | 0.22 | 2.68 |
| 50th-Percentile Queue Length [ft/ln] | 19.95 | 20.41 | 8.46 | 26.58 | 6.03 | 74.14 | 69.72 | 10.12 | 5.52 | 67.00 |
| 95th-Percentile Queue Length [veh/ln] | 1.44 | 1.47 | 0.61 | 1.91 | 0.43 | 5.34 | 5.02 | 0.73 | 0.40 | 4.82 |
| 95th-Percentile Queue Length [ft/ln] | 35.90 | 36.73 | 15.22 | 47.85 | 10.86 | 133.4 | 125.5 | 18.22 | 9.94 | 120.60 |

Movement, Approach, & Intersection Results

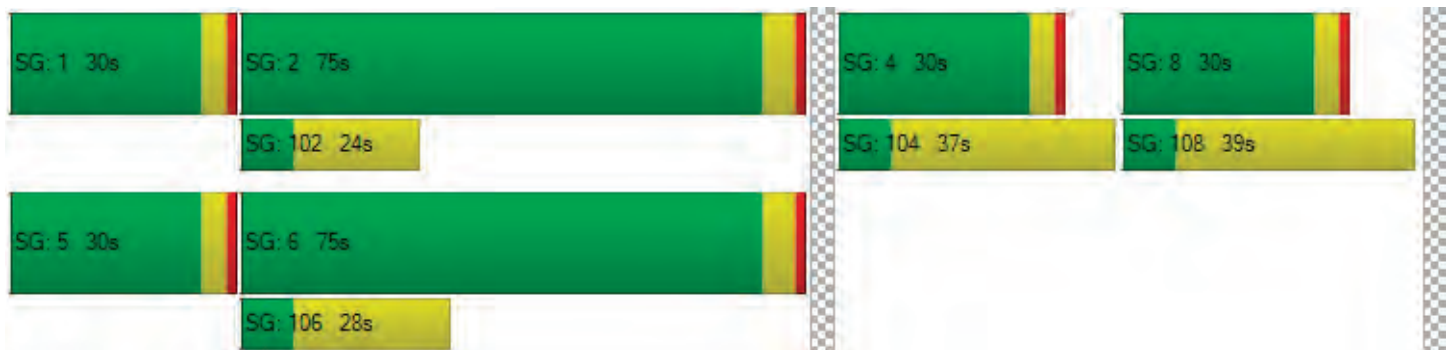
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 24.9 | 24.9 | 24.9 | 24.4 | 24.8 | 24.8 | 23.8 | 0.00 | 27.1 | 27.1 | 15.1 | 12.8 | 31.2 | 31.2 | 21.2 | 0.00 |
| Movement LOS | C | C | C | C | C | C | C | | C | C | B | B | C | C | C | |
| d_A, Approach Delay [s/veh] | 24.83 | | | 24.68 | | | 18.93 | | | 21.68 | | | | | | |
| Approach LOS | C | | | C | | | B | | | C | | | | | | |
| d_I, Intersection Delay [s/veh] | 20.61 | | | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | | | |
| Intersection V/C | 0.432 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| 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] | 22.47 | 22.47 | 22.47 | 22.47 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.358 | 2.786 | 3.061 | 3.016 |
| Crosswalk LOS | B | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 784 | 784 | 2136 | 2136 |
| d_b, Bicycle Delay [s] | 12.03 | 12.03 | 0.15 | 0.15 |
| I_b,int, Bicycle LOS Score for Intersection | 1.726 | 1.592 | 2.060 | 1.923 |
| Bicycle LOS | A | A | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 11: Iron Pt/E Bidwell**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 144.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.195 |

Intersection Setup

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | Iron Pt | | | | |
|------------------------------|------------|-------|-------|------------|------|------|------|-----------|------|------|-----------|------|------|------|------|
| Approach | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | | | |
| Turning Movement | Left | Thru | Right | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 300.0 | 100.0 | 220.0 | 450. | 100. | 100. | 450. | 280. | 100. | 100. | 100. | 250. | 100. | 100. | 270. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 260. | 0.00 | 0.00 | 0.00 | 100 |
| Speed [mph] | 30.00 | | | 30.00 | | | | 30.00 | | | 30.00 | | | | |
| Grade [%] | 0.00 | | | 0.00 | | | | 0.00 | | | 0.00 | | | | |
| Curb Present | No | | | No | | | | No | | | No | | | | |
| Crosswalk | No | | | Yes | | | | Yes | | | Yes | | | | |

Volumes

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|-------|-------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 899 | 1427 | 841 | 3 | 140 | 152 | 167 | 14 | 174 | 768 | 862 | 1 | 983 | 509 | 361 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 5 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 841 | 0 | 0 | 0 | 167 | 0 | 0 | 0 | 494 | 0 | 0 | 0 | 361 |
| Total Hourly Volume [veh/h] | 907 | 1427 | 0 | 3 | 140 | 152 | 0 | 14 | 174 | 771 | 373 | 1 | 983 | 514 | 0 |
| Peak Hour Factor | 0.980 | 0.970 | 0.970 | 0.97 | 0.97 | 0.97 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.97 | 0.97 | 0.98 | 0.97 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 231 | 368 | 0 | 1 | 36 | 394 | 0 | 4 | 44 | 197 | 95 | 0 | 253 | 131 | 0 |
| Total Analysis Volume [veh/h] | 926 | 1471 | 0 | 3 | 144 | 157 | 0 | 14 | 178 | 787 | 381 | 1 | 101 | 524 | 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 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 216.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Protec | Permi | Unsig | Per | Prot | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 3 | 8 | 0 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 5 | 0 |
| Maximum Green [s] | 45 | 69 | 0 | 0 | 45 | 69 | 0 | 0 | 40 | 40 | 0 | 0 | 40 | 40 | 0 |
| Amber [s] | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 50 | 75 | 0 | 0 | 50 | 75 | 0 | 0 | 45 | 46 | 0 | 0 | 45 | 46 | 0 |
| Vehicle Extension [s] | 2.0 | 5.6 | 0.0 | 0.0 | 2.0 | 5.1 | 0.0 | 0.0 | 2.0 | 5.3 | 0.0 | 0.0 | 2.0 | 5.6 | 0.0 |
| Walk [s] | 0 | 30 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 29 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | R | L | C |
|---|--------|-------|-------|-------|-------|-------|-------|--------|-------|
| C, Cycle Length [s] | 213 | 213 | 213 | 213 | 213 | 213 | 213 | 213 | 213 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 3.30 | 2.50 | 3.30 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 |
| g_i, Effective Green Time [s] | 45 | 103 | 11 | 69 | 14 | 40 | 40 | 40 | 66 |
| g / C, Green / Cycle | 0.21 | 0.48 | 0.05 | 0.32 | 0.07 | 0.19 | 0.19 | 0.19 | 0.31 |
| (v / s)_i Volume / Saturation Flow Rate | 0.27 | 0.29 | 0.04 | 0.31 | 0.06 | 0.22 | 0.24 | 0.29 | 0.10 |
| s, saturation flow rate [veh/h] | 3459 | 5135 | 3486 | 5135 | 3459 | 3560 | 1589 | 3486 | 5094 |
| c, Capacity [veh/h] | 729 | 2468 | 184 | 1656 | 229 | 667 | 298 | 653 | 1572 |
| d1, Uniform Delay [s] | 84.23 | 40.34 | 99.98 | 70.65 | 98.54 | 86.73 | 86.73 | 86.73 | 56.86 |
| k, delay calibration | 0.13 | 0.31 | 0.04 | 0.24 | 0.04 | 0.29 | 0.50 | 0.25 | 0.31 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 124.52 | 0.68 | 3.03 | 7.61 | 3.16 | 90.00 | 148.9 | 252.27 | 0.36 |
| d3, Initial Queue Delay [s] | 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 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|---------|--------|--------|--------|-------|-------|-------|---------|--------|
| X, volume / capacity | 1.27 | 0.60 | 0.80 | 0.95 | 0.84 | 1.18 | 1.28 | 1.55 | 0.33 |
| d, Delay for Lane Group [s/veh] | 208.75 | 41.02 | 103.01 | 78.25 | 101.7 | 176.7 | 235.6 | 339.00 | 57.22 |
| Lane Group LOS | F | D | F | E | F | F | F | F | E |
| Critical Lane Group | Yes | No | No | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 32.89 | 19.32 | 4.17 | 29.40 | 5.44 | 26.94 | 28.93 | 41.10 | 7.47 |
| 50th-Percentile Queue Length [ft/ln] | 822.35 | 483.11 | 104.18 | 735.00 | 135.9 | 673.4 | 723.2 | 1027.50 | 186.75 |
| 95th-Percentile Queue Length [veh/ln] | 47.85 | 26.53 | 7.50 | 38.29 | 9.26 | 38.61 | 42.56 | 62.30 | 11.95 |
| 95th-Percentile Queue Length [ft/ln] | 1196.19 | 663.34 | 187.52 | 957.31 | 231.4 | 965.1 | 1064. | 1557.41 | 298.81 |

Movement, Approach, & Intersection Results

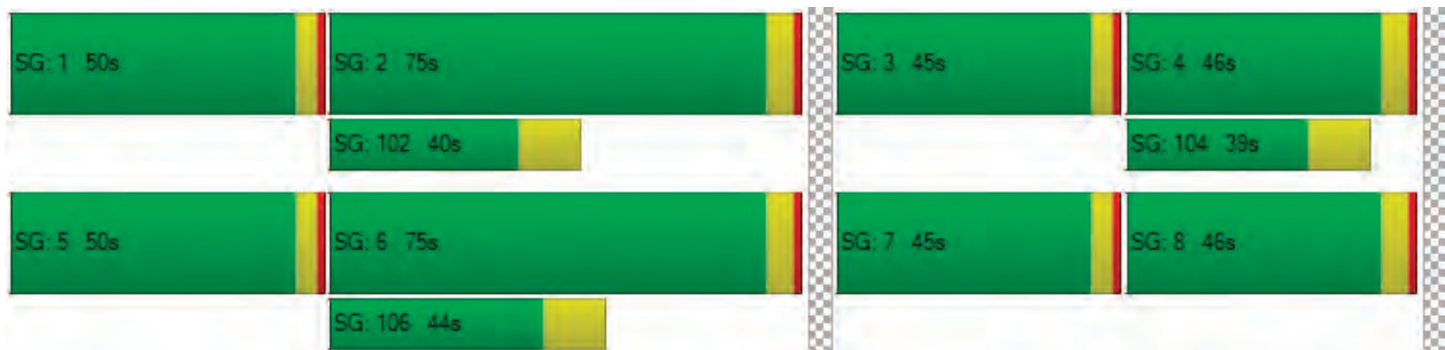
| | | | | | | | | | | | | | | | |
|---------------------------------|--------|-------|------|-------|------|------|--------|------|------|--------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 208.7 | 41.02 | 0.00 | 103. | 103. | 78.2 | 0.00 | 101. | 101. | 176. | 235. | 339. | 339. | 57.2 | 0.00 |
| Movement LOS | F | D | | F | F | E | | F | F | F | F | F | F | E | |
| d_A, Approach Delay [s/veh] | 105.82 | | | 80.37 | | | 182.65 | | | 243.00 | | | | | |
| Approach LOS | F | | | F | | | F | | | F | | | | | |
| d_I, Intersection Delay [s/veh] | 144.53 | | | | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | | | | |
| Intersection V/C | 1.195 | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 33.0 | 38.0 | 34.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 76.28 | 72.11 | 75.43 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.326 | 3.939 | 3.238 |
| Crosswalk LOS | F | C | D | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 653 | 653 | 381 | 381 |
| d_b, Bicycle Delay [s] | 48.41 | 48.41 | 69.91 | 69.91 |
| I_b,int, Bicycle LOS Score for Intersection | 2.878 | 2.428 | 2.942 | 1.848 |
| Bicycle LOS | C | B | C | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 12: E Bidwell/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 53.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.086 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | \| \| r |  | \| \| \| |  | r r r r | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 300.00 | 100.00 | 100.00 | 400.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | Yes | | Yes | |

Volumes

| Name | E Bidwell | | E Bidwell | | | |
|--|-----------|--------|-----------|--------|--------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1920 | 386 | 0 | 1875 | 175 | 1138 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 5 | 0 | 8 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1920 | 386 | 0 | 1880 | 175 | 1146 |
| Peak Hour Factor | 0.9800 | 0.9800 | 1.0000 | 0.9800 | 0.9800 | 0.9800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 490 | 98 | 0 | 480 | 45 | 292 |
| Total Analysis Volume [veh/h] | 1959 | 394 | 0 | 1918 | 179 | 1169 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 107 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 12 | 0 | 0 | 12 | 8 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 45 | 0 |
| Amber [s] | 4.8 | 0.0 | 0.0 | 4.8 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 51 | 0 |
| Vehicle Extension [s] | 4.0 | 0.0 | 0.0 | 4.0 | 3.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 19 | 0 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.8 | 0.0 | 0.0 | 3.8 | 3.1 | 0.0 |
| Minimum Recall | No | | | No | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | R | C | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 106 | 106 | 106 | 106 | 106 | 106 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.80 | 5.80 | 5.80 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.80 | 3.80 | 3.80 | 3.80 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 50 | 50 | 50 | 50 | 45 | 45 |
| g / C, Green / Cycle | 0.47 | 0.47 | 0.47 | 0.47 | 0.42 | 0.42 |
| (v / s)_i Volume / Saturation Flow Rate | 0.52 | 0.55 | 0.25 | 0.37 | 0.05 | 0.41 |
| s, saturation flow rate [veh/h] | 1885 | 1780 | 1602 | 5135 | 3486 | 2836 |
| c, Capacity [veh/h] | 890 | 841 | 757 | 2425 | 1481 | 1204 |
| d1, Uniform Delay [s] | 27.93 | 27.93 | 19.54 | 23.53 | 18.47 | 29.80 |
| k, delay calibration | 0.50 | 0.50 | 0.15 | 0.15 | 0.13 | 0.13 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 61.39 | 87.21 | 0.79 | 0.86 | 0.04 | 8.01 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|---------|---------|--------|--------|-------|--------|
| X, volume / capacity | 1.10 | 1.17 | 0.52 | 0.79 | 0.12 | 0.97 |
| d, Delay for Lane Group [s/veh] | 89.32 | 115.14 | 20.34 | 24.38 | 18.51 | 37.81 |
| Lane Group LOS | F | F | C | C | B | D |
| Critical Lane Group | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 36.49 | 40.48 | 6.77 | 13.08 | 1.33 | 15.29 |
| 50th-Percentile Queue Length [ft/ln] | 912.25 | 1012.11 | 169.13 | 327.04 | 33.32 | 382.33 |
| 95th-Percentile Queue Length [veh/ln] | 49.89 | 56.93 | 11.03 | 19.01 | 2.40 | 21.71 |
| 95th-Percentile Queue Length [ft/ln] | 1247.29 | 1423.20 | 275.78 | 475.32 | 59.98 | 542.66 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 99.63 | 20.34 | 0.00 | 24.38 | 18.51 | 37.81 |
| Movement LOS | F | C | | C | B | D |
| d_A, Approach Delay [s/veh] | 88.52 | | 24.38 | | 35.24 | |
| Approach LOS | F | | C | | D | |
| d_I, Intersection Delay [s/veh] | 53.85 | | | | | |
| Intersection LOS | D | | | | | |
| Intersection V/C | 1.086 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 42.50 | 42.50 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.281 | 2.744 |
| Crosswalk LOS | F | C | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 949 | 949 | 867 |
| d_b, Bicycle Delay [s] | 14.63 | 14.63 | 16.98 |
| I_b,int, Bicycle LOS Score for Intersection | 3.501 | 2.615 | 1.560 |
| Bicycle LOS | D | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 13: E Bidwell/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 25.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.925 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | \|\| |  | \| \| r | | r r r | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|--|-----------|--------|-----------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 0 | 1143 | 853 | 1197 | 1163 | 353 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 5 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1143 | 853 | 1202 | 1163 | 353 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 301 | 224 | 316 | 306 | 93 |
| Total Analysis Volume [veh/h] | 0 | 1203 | 898 | 1265 | 1224 | 372 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 0 | 2 | 6 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 0 | 8 | 6 | 0 | 8 | 0 |
| Maximum Green [s] | 0 | 50 | 50 | 0 | 50 | 0 |
| Amber [s] | 0.0 | 4.8 | 4.1 | 0.0 | 4.8 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 56 | 56 | 0 | 56 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.8 | 3.1 | 0.0 | 3.8 | 0.0 |
| Minimum Recall | | No | No | | No | |
| Maximum Recall | | No | No | | No | |
| Pedestrian Recall | | No | No | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | C | R | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 90 | 90 | 90 | 90 | 90 | 90 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.10 | 5.10 | 5.10 | 5.80 | 5.80 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.10 | 3.10 | 3.10 | 3.80 | 3.80 |
| g_i, Effective Green Time [s] | 43 | 44 | 44 | 44 | 35 | 35 |
| g / C, Green / Cycle | 0.48 | 0.49 | 0.49 | 0.49 | 0.39 | 0.39 |
| (v / s)_i Volume / Saturation Flow Rate | 0.34 | 0.38 | 0.45 | 0.45 | 0.35 | 0.23 |
| s, saturation flow rate [veh/h] | 3589 | 1885 | 1602 | 1602 | 3486 | 1602 |
| c, Capacity [veh/h] | 1719 | 917 | 780 | 780 | 1368 | 629 |
| d1, Uniform Delay [s] | 18.39 | 19.21 | 21.56 | 21.56 | 25.61 | 21.64 |
| k, delay calibration | 0.04 | 0.18 | 0.28 | 0.28 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.20 | 2.48 | 11.84 | 11.84 | 0.88 | 0.33 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|
| X, volume / capacity | 0.70 | 0.79 | 0.92 | 0.92 | 0.89 | 0.59 |
| d, Delay for Lane Group [s/veh] | 18.58 | 21.69 | 33.41 | 33.41 | 26.49 | 21.98 |
| Lane Group LOS | B | C | C | C | C | C |
| Critical Lane Group | No | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 9.21 | 12.23 | 15.58 | 15.58 | 11.75 | 6.01 |
| 50th-Percentile Queue Length [ft/ln] | 230.16 | 305.64 | 389.53 | 389.53 | 293.84 | 150.24 |
| 95th-Percentile Queue Length [veh/ln] | 14.18 | 17.96 | 22.05 | 22.05 | 17.38 | 10.03 |
| 95th-Percentile Queue Length [ft/ln] | 354.56 | 448.99 | 551.37 | 551.37 | 434.40 | 250.75 |

Movement, Approach, & Intersection Results

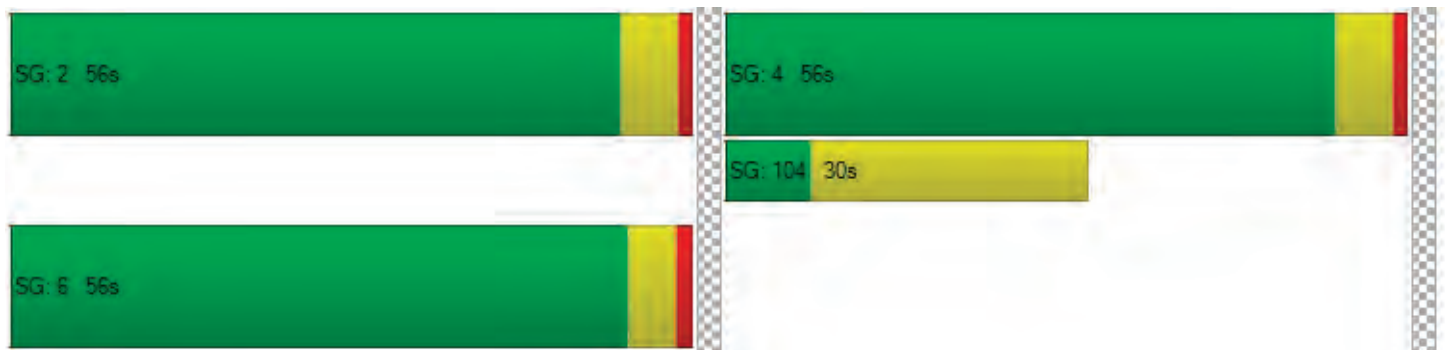
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 18.58 | 21.69 | 33.41 | 26.49 | 21.98 |
| Movement LOS | | B | C | C | C | C |
| d_A, Approach Delay [s/veh] | 18.58 | | 29.50 | | 25.44 | |
| Approach LOS | B | | C | | C | |
| d_I, Intersection Delay [s/veh] | | | 25.55 | | | |
| Intersection LOS | | | C | | | |
| Intersection V/C | | | 0.925 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 34.59 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.733 | 0.000 | 0.000 |
| Crosswalk LOS | B | F | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1118 | 1133 | 1118 |
| d_b, Bicycle Delay [s] | 8.74 | 8.44 | 8.74 |
| I_b,int, Bicycle LOS Score for Intersection | 2.552 | 3.344 | 1.560 |
| Bicycle LOS | B | C | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 14: Lot 6 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.014

Intersection Setup

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| | 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 Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 12 | 3 | 3 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 26 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 0 | 12 | 5 | 0 | 11 | 0 | 12 | 12 | 3 | 3 | 26 |
| Peak Hour Factor | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 0.920 | 0.920 | 0.920 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 3 | 0 | 3 | 1 | 0 | 3 | 0 | 3 | 3 | 1 | 1 | 7 |
| Total Analysis Volume [veh/h] | 13 | 0 | 13 | 5 | 0 | 11 | 0 | 13 | 13 | 3 | 3 | 26 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 8.92 | 9.41 | 8.50 | 8.89 | 9.33 | 8.44 | 7.27 | 0.00 | 0.00 | 7.27 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.08 | 0.08 | 0.08 | 0.05 | 0.05 | 0.05 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 |
| 95th-Percentile Queue Length [ft/ln] | 2.01 | 2.01 | 2.01 | 1.19 | 1.19 | 1.19 | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.14 |
| d_A, Approach Delay [s/veh] | 8.71 | | | 8.58 | | | 0.00 | | | 0.68 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 3.85 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Lot 1 access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.119 |

Intersection Setup

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|-----------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|---|------------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 69 | 9 | 1 | 30 | 0 | 0 | 6 | 48 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 13 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 25 | 0 | 94 | 9 | 1 | 30 | 0 | 13 | 6 | 48 |
| Peak Hour Factor | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 1.000 | 0.920 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 6 | 0 | 24 | 2 | 0 | 8 | 0 | 3 | 2 | 13 |
| Total Analysis Volume [veh/h] | 0 | 0 | 25 | 0 | 94 | 10 | 1 | 33 | 0 | 13 | 7 | 52 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.00 | 0.12 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.98 | 9.80 | 8.54 | 9.91 | 10.22 | 9.12 | 7.33 | 0.00 | 0.00 | 7.30 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.07 | 0.07 | 0.07 | 0.44 | 0.44 | 0.44 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.02 |
| 95th-Percentile Queue Length [ft/ln] | 1.85 | 1.85 | 1.85 | 11.03 | 11.03 | 11.03 | 0.05 | 0.05 | 0.05 | 0.62 | 0.62 | 0.62 |
| d_A, Approach Delay [s/veh] | 8.54 | | | 10.12 | | | 0.22 | | | 1.32 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.82 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 16: Oak Ave Pkwy/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|r |  |  | \|\|r | | | | | | r\|l\|l | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 100.0 | 400.0 | 100.0 | 400.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | |
|--|--------------|-------|-------|--------------|-------|-------|----------|-------|-------|-----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 2.00 | 2.00 | 2.00 | 3.00 | 2.00 | 3.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | | | | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Unsig | Permi | Permi | Unsig | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | | | | No | | |
| Maximum Recall | | No | | | No | | | | | No | | |
| Pedestrian Recall | | No | | | No | | | | | No | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 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 | C | C | L | R |
|---|------|------|------|------|
| C, Cycle Length [s] | 9 | 9 | 9 | 9 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 0 | 0 | 0 | 0 |
| g / C, Green / Cycle | 0.01 | 0.01 | 0.01 | 0.01 |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | 0.00 | 0.00 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 3431 | 2791 |
| c, Capacity [veh/h] | 73 | 73 | 71 | 58 |
| d1, Uniform Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

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

Movement, Approach, & Intersection Results

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

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] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.033 | 1.909 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 0 | 10984 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 4.60 | 92.77 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 4.132 | 1.560 |
| Bicycle LOS | A | A | D | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 17: Oak Ave Pkwy/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | 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 | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\|\| |  |  | \|\|\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 400.0 | 100.0 | 400.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 2.00 | 5.00 | 5.00 | 5.00 | 2.00 | 5.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | No | | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | No | | | | | |
| Maximum Recall | | No | | | No | | No | | | | | |
| Pedestrian Recall | | No | | | No | | No | | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | C | R | C | R | L | R | |
| C, Cycle Length [s] | 9 | 9 | 9 | 9 | 9 | 9 | |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | |
| g_i, Effective Green Time [s] | 0 | 0 | 0 | 0 | 0 | 0 | |
| g / C, Green / Cycle | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| s, saturation flow rate [veh/h] | 3475 | 1551 | 3475 | 1551 | 3375 | 2746 | |
| c, Capacity [veh/h] | 72 | 32 | 72 | 32 | 70 | 57 | |
| d1, Uniform Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

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

Movement, Approach, & Intersection Results

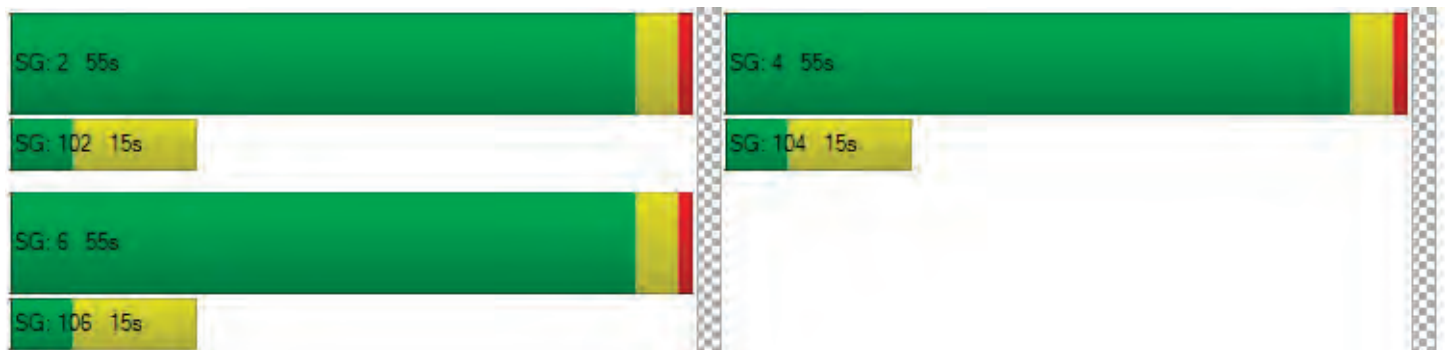
| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | A |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

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] | 0.00 | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 1.909 | 1.909 | 1.909 | 1.033 |
| Crosswalk LOS | A | A | 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] | 10984 | 10984 | 10984 | 0 |
| d_b, Bicycle Delay [s] | 92.77 | 92.77 | 92.77 | 4.60 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.560 | 1.560 | 4.132 |
| Bicycle LOS | A | A | A | D |

Sequence

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



Signal Warrants Report For Intersection 7: Iron Pt/ W Kaiser access

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 | 950 | 1188 | 39 |
| 2 | 922 | 1152 | 38 |
| 3 | 903 | 1129 | 37 |
| 4 | 846 | 1057 | 35 |
| 5 | 751 | 939 | 31 |
| 6 | 741 | 927 | 30 |
| 7 | 732 | 915 | 30 |
| 8 | 665 | 832 | 27 |
| 9 | 656 | 820 | 27 |
| 10 | 646 | 808 | 27 |
| 11 | 561 | 701 | 23 |
| 12 | 523 | 653 | 21 |
| 13 | 513 | 642 | 21 |
| 14 | 380 | 475 | 16 |
| 15 | 380 | 475 | 16 |
| 16 | 266 | 333 | 11 |
| 17 | 152 | 190 | 6 |
| 18 | 152 | 190 | 6 |
| 19 | 86 | 107 | 4 |
| 20 | 48 | 59 | 2 |
| 21 | 29 | 36 | 1 |
| 22 | 10 | 12 | 0 |
| 23 | 10 | 12 | 0 |
| 24 | 10 | 12 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 2138 | 1 | 39 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 2074 | 1 | 38 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 2032 | 1 | 37 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1903 | 1 | 35 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1690 | 1 | 31 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1668 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1647 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1497 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1476 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1454 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1262 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 1176 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 1155 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 855 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 855 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 599 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 342 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 342 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 193 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 107 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 65 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 22 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 22 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 22 | 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) | 13.8 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:08 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 39 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 2177 |
| Number of Approaches on Intersection | 3 |
| Total Volume Condition Met | Yes |
| Warrant Met for Approach | No |
| Warrant Met for Intersection | No |

Signal Warrants Report For Intersection 9: Iron Pt/Safe Credit Union access

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 | 942 | 1171 | 30 |
| 2 | 914 | 1136 | 29 |
| 3 | 895 | 1112 | 29 |
| 4 | 838 | 1042 | 27 |
| 5 | 744 | 925 | 24 |
| 6 | 735 | 913 | 23 |
| 7 | 725 | 902 | 23 |
| 8 | 659 | 820 | 21 |
| 9 | 650 | 808 | 21 |
| 10 | 641 | 796 | 20 |
| 11 | 556 | 691 | 18 |
| 12 | 518 | 644 | 17 |
| 13 | 509 | 632 | 16 |
| 14 | 377 | 468 | 12 |
| 15 | 377 | 468 | 12 |
| 16 | 264 | 328 | 8 |
| 17 | 151 | 187 | 5 |
| 18 | 151 | 187 | 5 |
| 19 | 85 | 105 | 3 |
| 20 | 47 | 59 | 2 |
| 21 | 28 | 35 | 1 |
| 22 | 9 | 12 | 0 |
| 23 | 9 | 12 | 0 |
| 24 | 9 | 12 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 3 | 2113 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 2 | 3 | 2050 | 1 | 29 | No | No | No | No | No | No | No | No | No | No |
| 3 | 3 | 2007 | 1 | 29 | No | No | No | No | No | No | No | No | No | No |
| 4 | 3 | 1880 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 5 | 3 | 1669 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 6 | 3 | 1648 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 7 | 3 | 1627 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 8 | 3 | 1479 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 9 | 3 | 1458 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 10 | 3 | 1437 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 11 | 3 | 1247 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 12 | 3 | 1162 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 13 | 3 | 1141 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 14 | 3 | 845 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 15 | 3 | 845 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 16 | 3 | 592 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 17 | 3 | 338 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 18 | 3 | 338 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 19 | 3 | 190 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 20 | 3 | 106 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 21 | 3 | 63 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 3 | 21 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 3 | 21 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 3 | 21 | 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) | 13.8 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:06 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 30 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 2143 |
| 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 14: Lot 6 access

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, N |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|----|
| | E | W | S | N |
| 1 | 32 | 24 | 24 | 16 |
| 2 | 31 | 23 | 23 | 16 |
| 3 | 30 | 23 | 23 | 15 |
| 4 | 28 | 21 | 21 | 14 |
| 5 | 25 | 19 | 19 | 13 |
| 6 | 25 | 19 | 19 | 12 |
| 7 | 25 | 18 | 18 | 12 |
| 8 | 22 | 17 | 17 | 11 |
| 9 | 22 | 17 | 17 | 11 |
| 10 | 22 | 16 | 16 | 11 |
| 11 | 19 | 14 | 14 | 9 |
| 12 | 18 | 13 | 13 | 9 |
| 13 | 17 | 13 | 13 | 9 |
| 14 | 13 | 10 | 10 | 6 |
| 15 | 13 | 10 | 10 | 6 |
| 16 | 9 | 7 | 7 | 4 |
| 17 | 5 | 4 | 4 | 3 |
| 18 | 5 | 4 | 4 | 3 |
| 19 | 3 | 2 | 2 | 1 |
| 20 | 2 | 1 | 1 | 1 |
| 21 | 1 | 1 | 1 | 0 |
| 22 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 |
| 24 | 0 | 0 | 0 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 56 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 54 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 53 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 49 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 44 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 44 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 43 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 39 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 39 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 38 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 33 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 31 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 30 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 23 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 23 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 16 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 9 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 9 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 5 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 3 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 2 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 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 | N |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 8.7 | 8.6 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:03 | 0:02 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 24 | 16 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 96 | 96 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Signal Warrants Report For Intersection 15: Lot 1 access

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 | N, S |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|----|
| | E | W | N | S |
| 1 | 67 | 31 | 103 | 25 |
| 2 | 65 | 30 | 100 | 24 |
| 3 | 64 | 29 | 98 | 24 |
| 4 | 60 | 28 | 92 | 22 |
| 5 | 53 | 24 | 81 | 20 |
| 6 | 52 | 24 | 80 | 20 |
| 7 | 52 | 24 | 79 | 19 |
| 8 | 47 | 22 | 72 | 18 |
| 9 | 46 | 21 | 71 | 17 |
| 10 | 46 | 21 | 70 | 17 |
| 11 | 40 | 18 | 61 | 15 |
| 12 | 37 | 17 | 57 | 14 |
| 13 | 36 | 17 | 56 | 14 |
| 14 | 27 | 12 | 41 | 10 |
| 15 | 27 | 12 | 41 | 10 |
| 16 | 19 | 9 | 29 | 7 |
| 17 | 11 | 5 | 16 | 4 |
| 18 | 11 | 5 | 16 | 4 |
| 19 | 6 | 3 | 9 | 2 |
| 20 | 3 | 2 | 5 | 1 |
| 21 | 2 | 1 | 3 | 1 |
| 22 | 1 | 0 | 1 | 0 |
| 23 | 1 | 0 | 1 | 0 |
| 24 | 1 | 0 | 1 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 98 | 1 | 103 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 95 | 1 | 100 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 93 | 1 | 98 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 88 | 1 | 92 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 77 | 1 | 81 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 76 | 1 | 80 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 76 | 1 | 79 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 69 | 1 | 72 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 67 | 1 | 71 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 67 | 1 | 70 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 58 | 1 | 61 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 54 | 1 | 57 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 53 | 1 | 56 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 39 | 1 | 41 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 39 | 1 | 41 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 28 | 1 | 29 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 16 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 16 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 9 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 5 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 3 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 1 | 1 | 1 | 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 | N | S |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 10.1 | 8.5 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:17 | 0:03 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 103 | 25 |
| High Minor Volume Condition Met | Yes | No |
| Total Entering Volume on All Approaches During Same Hour | 226 | 226 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 4 2026 PM

Report File: Z:\...\2026 PM With Proj Vistro Report.pdf

12/4/2021

Trip Generation summary

Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|--------------------------|--------------------|------|-----------|-------|----------|-------|-------|-----------|-----------|-------------|------------------|
| 1: Lot 1 | Apts | #221 | DU | 0.410 | 153.000 | 60.00 | 40.00 | 38 | 25 | 63 | 60.58 |
| 2: Lot 6 | Apts | #221 | DU | 0.410 | 100.000 | 60.00 | 40.00 | 25 | 16 | 41 | 39.42 |
| Added Trips Total | | | | | | | | 63 | 41 | 104 | 100.00 |

Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 4 2026 PM

Report File: Z:\...\2026 PM With Proj Vistro Report.pdf

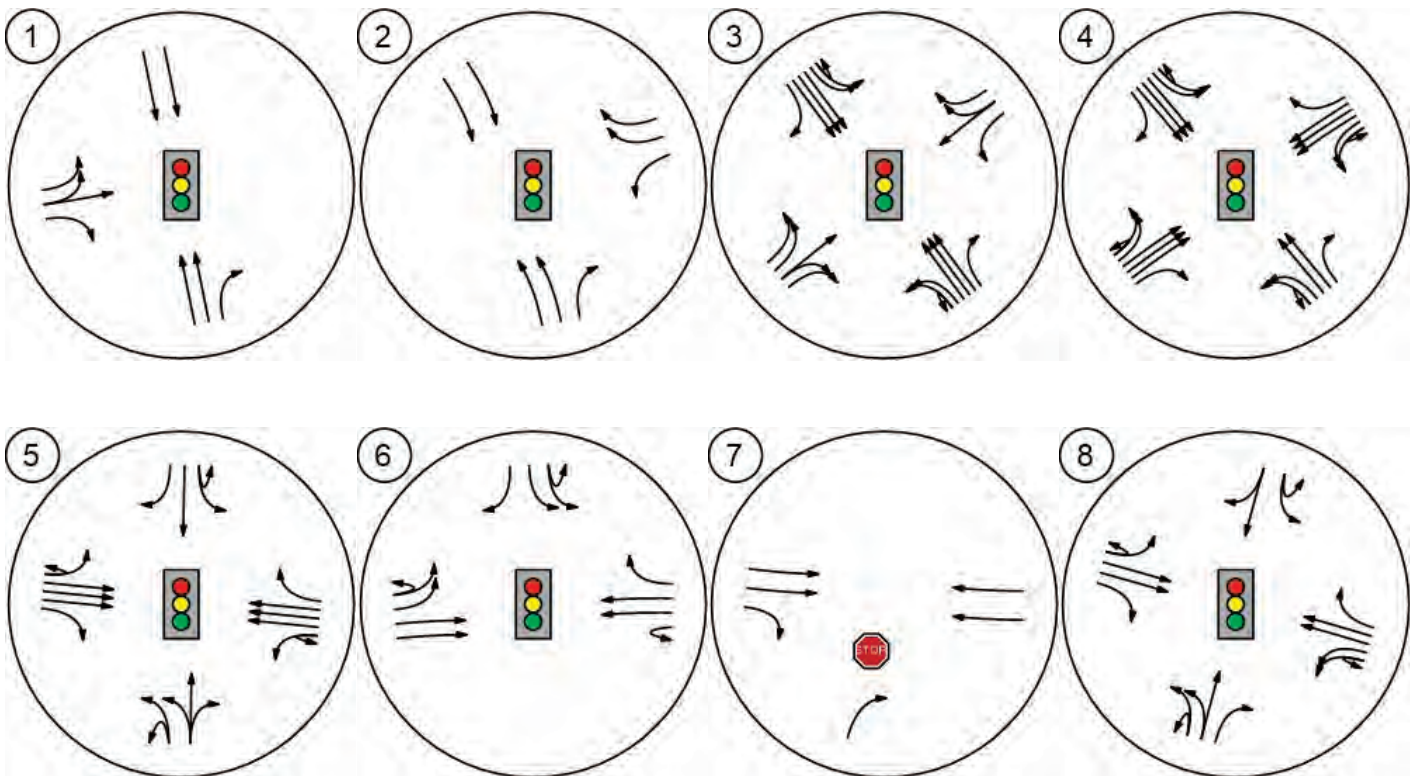
12/4/2021

Trip Distribution summary

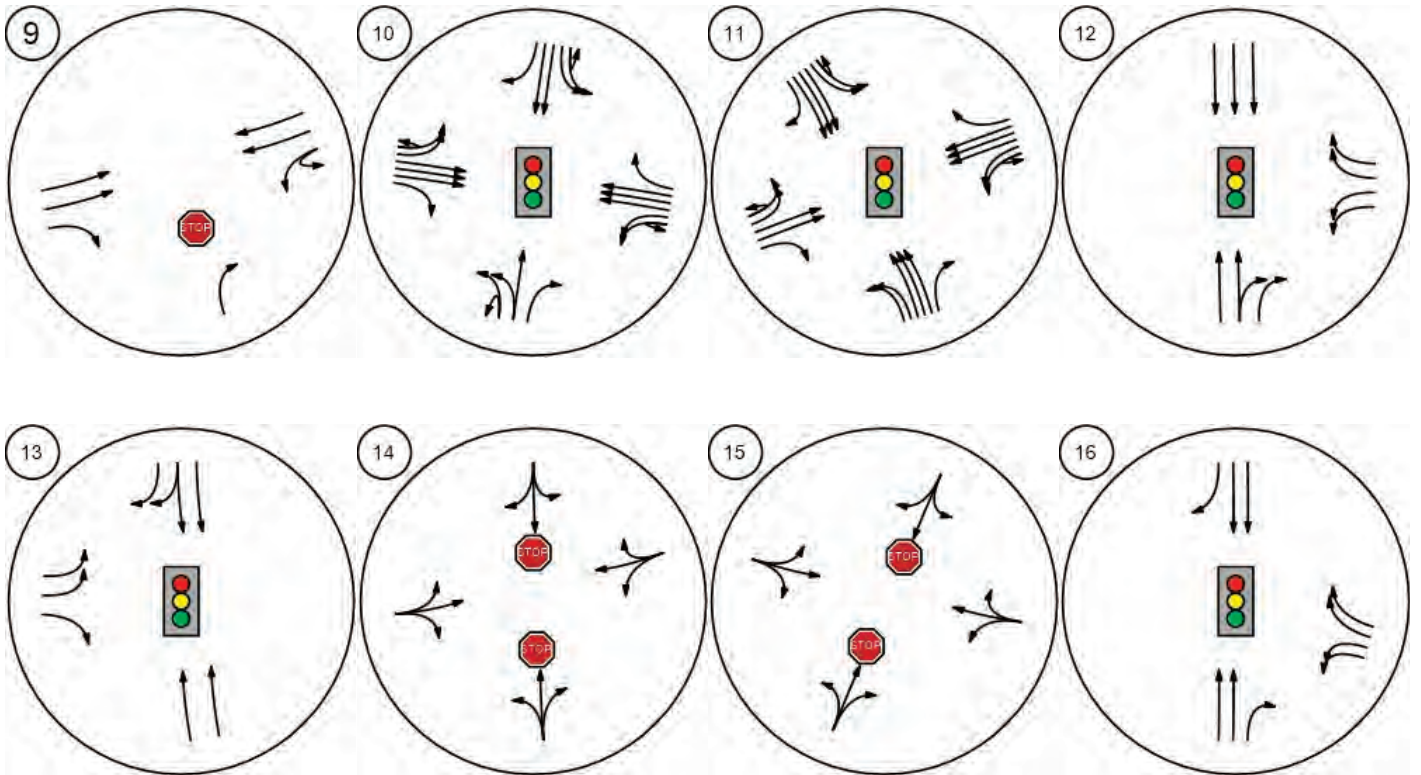
| Zone / Gate | Zone 1: Lot 1 | | | |
|----------------------------------|---------------|-----------|---------------|-----------|
| | To Lot 1: | | From Lot 1: | |
| | Share % | Trips | Share % | Trips |
| 2: Lot 6 | 0.00 | 0 | 0.00 | 0 |
| 11: S via Prairie City Rd | 3.00 | 1 | 3.00 | 1 |
| 12: W via US 50 | 16.00 | 6 | 16.00 | 4 |
| 13: W via American Aggregate Rd | 1.00 | 0 | 1.00 | 0 |
| 14: W via Iron Pt Rd | 5.00 | 2 | 5.00 | 1 |
| 15: N via Prairie City Rd | 13.00 | 5 | 13.00 | 3 |
| 16: N via Grover Rd | 4.00 | 2 | 4.00 | 1 |
| 17: Folsom HS | 2.00 | 1 | 2.00 | 1 |
| 18: N via Oak Ave. Pkwy | 22.00 | 8 | 22.00 | 5 |
| 19: N via Broadstone Pkwy | 8.00 | 3 | 8.00 | 2 |
| 20: Shops around Palladio | 6.00 | 2 | 6.00 | 2 |
| 21: E via Iron Pt Rd | 7.00 | 3 | 7.00 | 2 |
| 22: E Via US 50 | 13.00 | 5 | 13.00 | 3 |
| 23: Folsom Ranch Via Rowberry Dr | 0.00 | 0 | 0.00 | 0 |
| 24: S via Oak Ave Pkwy | 0.00 | 0 | 0.00 | 0 |
| Total | 100.00 | 38 | 100.00 | 25 |

| Zone / Gate | Zone 2: Lot 6 | | | |
|----------------------------------|---------------|-----------|---------------|-----------|
| | To Lot 6: | | From Lot 6: | |
| | Share % | Trips | Share % | Trips |
| 1: Lot 1 | 0.00 | 0 | 0.00 | 0 |
| 11: S via Prairie City Rd | 3.00 | 1 | 3.00 | 0 |
| 12: W via US 50 | 16.00 | 4 | 16.00 | 3 |
| 13: W via American Aggregate Rd | 1.00 | 0 | 1.00 | 0 |
| 14: W via Iron Pt Rd | 5.00 | 1 | 5.00 | 1 |
| 15: N via Prairie City Rd | 13.00 | 3 | 13.00 | 2 |
| 16: N via Grover Rd | 4.00 | 1 | 4.00 | 1 |
| 17: Folsom HS | 2.00 | 1 | 2.00 | 0 |
| 18: N via Oak Ave. Pkwy | 22.00 | 6 | 22.00 | 4 |
| 19: N via Broadstone Pkwy | 8.00 | 2 | 8.00 | 1 |
| 20: Shops around Palladio | 6.00 | 2 | 6.00 | 1 |
| 21: E via Iron Pt Rd | 7.00 | 2 | 7.00 | 1 |
| 22: E Via US 50 | 13.00 | 3 | 13.00 | 2 |
| 23: Folsom Ranch Via Rowberry Dr | 0.00 | 0 | 0.00 | 0 |
| 24: S via Oak Ave Pkwy | 0.00 | 0 | 0.00 | 0 |
| Total | 100.00 | 26 | 100.00 | 16 |

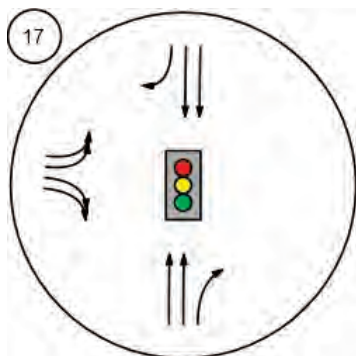
Lane Configuration and Traffic Control



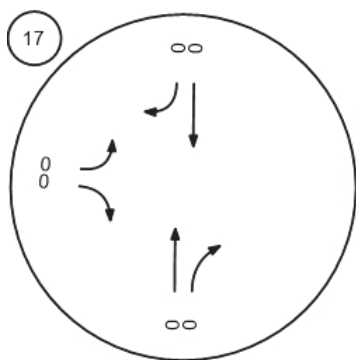
Lane Configuration and Traffic Control



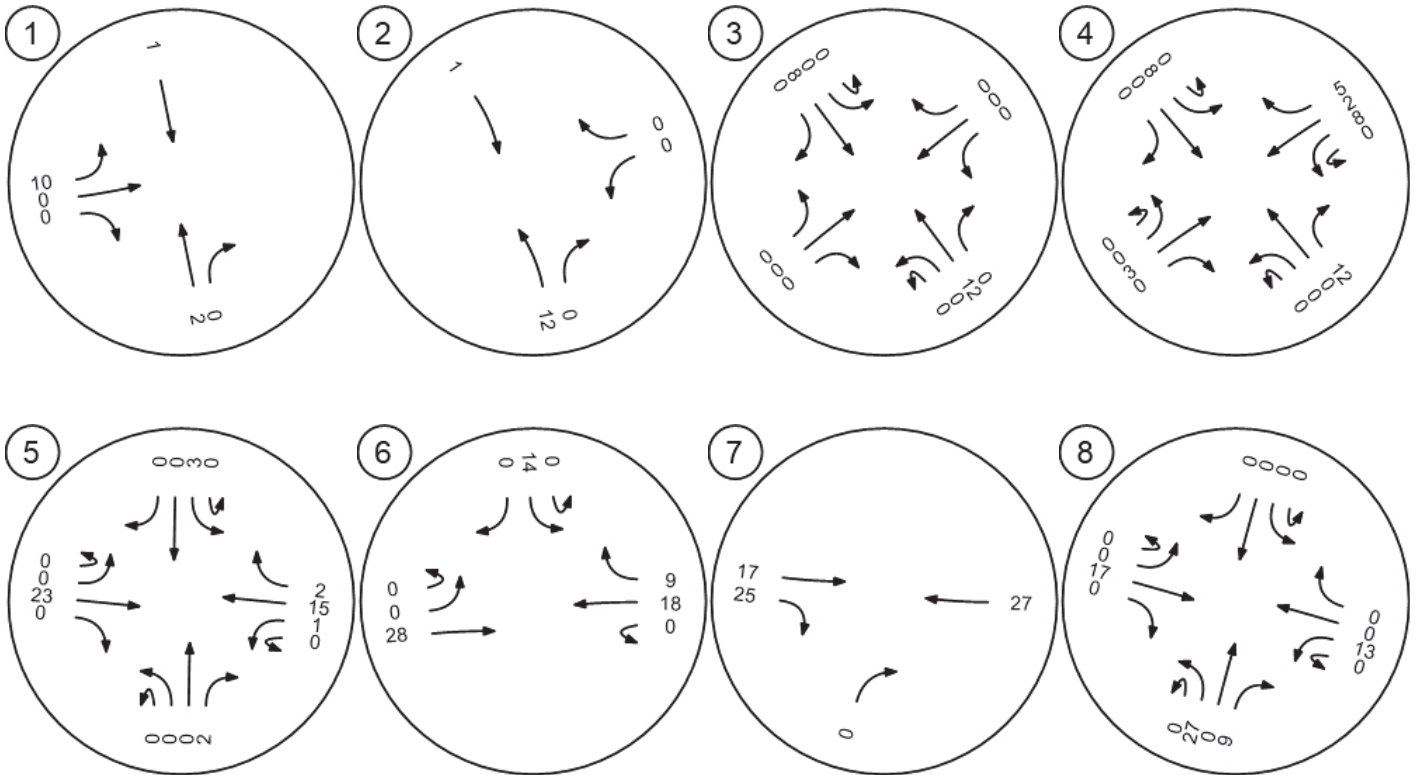
Lane Configuration and Traffic Control



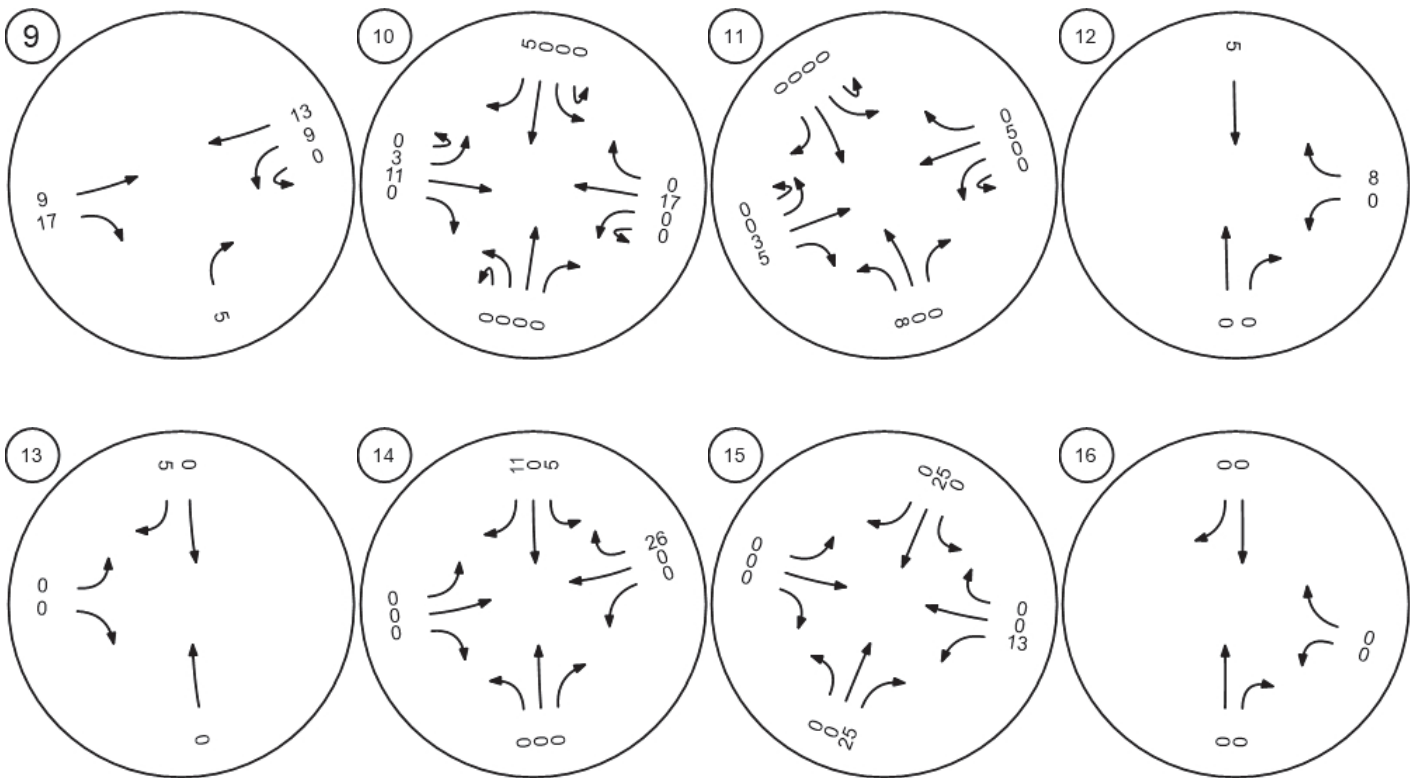
Traffic Volume - Base Volume



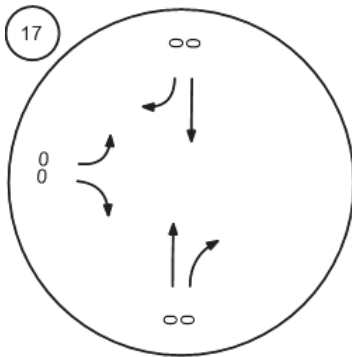
Traffic Volume - Net New Site Trips



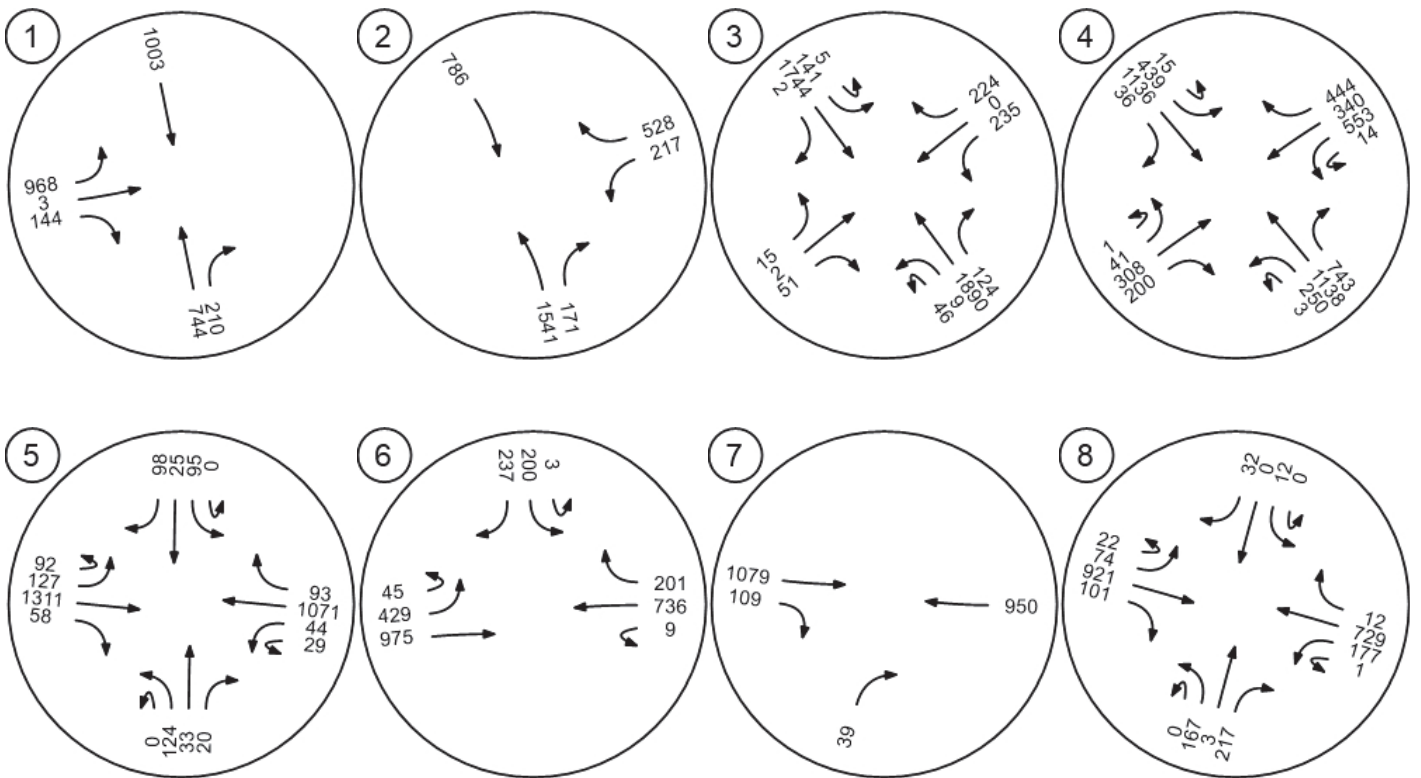
Traffic Volume - Net New Site Trips



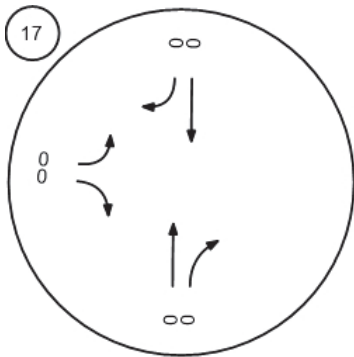
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 5 2035 AM

Report File: Z:\...\2035 AM No Proj Vistro Report.pdf

12/4/2021

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|-------------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Prairie City/US 50 EB | Signalized | HCM 6th Edition | EB Left | 0.852 | 10.6 | B |
| 2 | Prairie City/US 50 WB | Signalized | HCM 6th Edition | WB Right | 0.944 | 17.2 | B |
| 3 | Prairie City/American Aggregates Rd | Signalized | HCM 6th Edition | NB Thru | 0.933 | 53.3 | D |
| 4 | Prairie City/Iron Point | Signalized | HCM 6th Edition | SB Left | 0.785 | 45.5 | D |
| 5 | Iron Point/Grover | Signalized | HCM 6th Edition | WB Left | 0.655 | 48.5 | D |
| 6 | Iron Pt/Oak Ave Pkwy | Signalized | HCM 6th Edition | SB Left | 0.859 | 39.7 | D |
| 7 | Iron Pt/ W Kaiser access | Two-way stop | HCM 6th Edition | NB Right | 0.103 | 18.3 | C |
| 8 | Iron Pt/Rowberry | Signalized | HCM 6th Edition | EB Left | 0.701 | 24.3 | C |
| 9 | Iron Pt/Safe Credit Union access | Two-way stop | HCM 6th Edition | WB Left | 0.134 | 23.6 | C |
| 10 | Iron Pt/Broadstone | Signalized | HCM 6th Edition | WB Left | 0.464 | 18.0 | B |
| 11 | Iron Pt/E Bidwell | Signalized | HCM 6th Edition | EB Left | 0.671 | 37.4 | D |
| 12 | E Bidwell/WB 50 | Signalized | HCM 6th Edition | WB Right | 0.742 | 18.7 | B |
| 13 | E Bidwell/EB 50 | Signalized | HCM 6th Edition | EB Right | 0.764 | 10.9 | B |
| 14 | Lot 6 access | Two-way stop | HCM 6th Edition | NB Left | 0.006 | 9.1 | A |
| 15 | Lot 1 access | Two-way stop | HCM 6th Edition | SB Left | 0.102 | 9.7 | A |
| 16 | Oak Ave Pkwy/WB 50 | Signalized | HCM 6th Edition | WB Left | 0.960 | 13.7 | B |
| 17 | Oak Ave Pkwy/EB 50 | Signalized | HCM 6th Edition | EB Left | 0.847 | 9.5 | 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: Prairie City/US 50 EB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 10.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.852 |

Intersection Setup

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\| |  |  | \| \| \| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 50.00 | 100.0 | 100.0 | 100.0 | 470.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 1096 | 117 | 0 | 287 | 0 | 755 | 0 | 166 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.30 | 5.30 | 2.00 | 5.30 | 2.00 | 5.30 | 5.30 | 5.30 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 23 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1096 | 94 | 0 | 287 | 0 | 755 | 0 | 116 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.910 | 0.910 | 1.000 | 0.910 | 1.000 | 0.910 | 0.910 | 0.910 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 301 | 26 | 0 | 79 | 0 | 207 | 0 | 32 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 1204 | 103 | 0 | 315 | 0 | 830 | 0 | 127 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 65 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Split | Split | Split | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | Yes | | | Yes | | | No | | | | |
| Maximum Recall | | No | | | No | | | No | | | | |
| Pedestrian Recall | | No | | | No | | | No | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | C | R | C | L | C | R | |
|---|------|------|------|-------|-------|-------|--|
| C, Cycle Length [s] | 39 | 39 | 39 | 39 | 39 | 39 | |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | |
| g_i, Effective Green Time [s] | 16 | 16 | 16 | 12 | 12 | 12 | |
| g / C, Green / Cycle | 0.43 | 0.43 | 0.43 | 0.31 | 0.31 | 0.31 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.35 | 0.07 | 0.09 | 0.24 | 0.24 | 0.08 | |
| s, saturation flow rate [veh/h] | 3466 | 1547 | 3466 | 1734 | 1734 | 1547 | |
| c, Capacity [veh/h] | 1480 | 661 | 1480 | 536 | 536 | 479 | |
| d1, Uniform Delay [s] | 9.73 | 6.81 | 6.99 | 12.13 | 12.13 | 10.05 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.42 | 0.04 | 0.03 | 0.91 | 0.91 | 0.11 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

| | | | | | | | |
|---------------------------------------|--------|-------|-------|-------|-------|-------|--|
| X, volume / capacity | 0.81 | 0.16 | 0.21 | 0.77 | 0.77 | 0.27 | |
| d, Delay for Lane Group [s/veh] | 10.16 | 6.85 | 7.01 | 13.05 | 13.05 | 10.16 | |
| Lane Group LOS | B | A | A | B | B | B | |
| Critical Lane Group | Yes | No | No | Yes | No | No | |
| 50th-Percentile Queue Length [veh/ln] | 3.09 | 0.37 | 0.57 | 2.60 | 2.60 | 0.64 | |
| 50th-Percentile Queue Length [ft/ln] | 77.28 | 9.17 | 14.24 | 65.01 | 65.01 | 15.98 | |
| 95th-Percentile Queue Length [veh/ln] | 5.56 | 0.66 | 1.03 | 4.68 | 4.68 | 1.15 | |
| 95th-Percentile Queue Length [ft/ln] | 139.11 | 16.51 | 25.64 | 117.0 | 117.0 | 28.77 | |

Movement, Approach, & Intersection Results

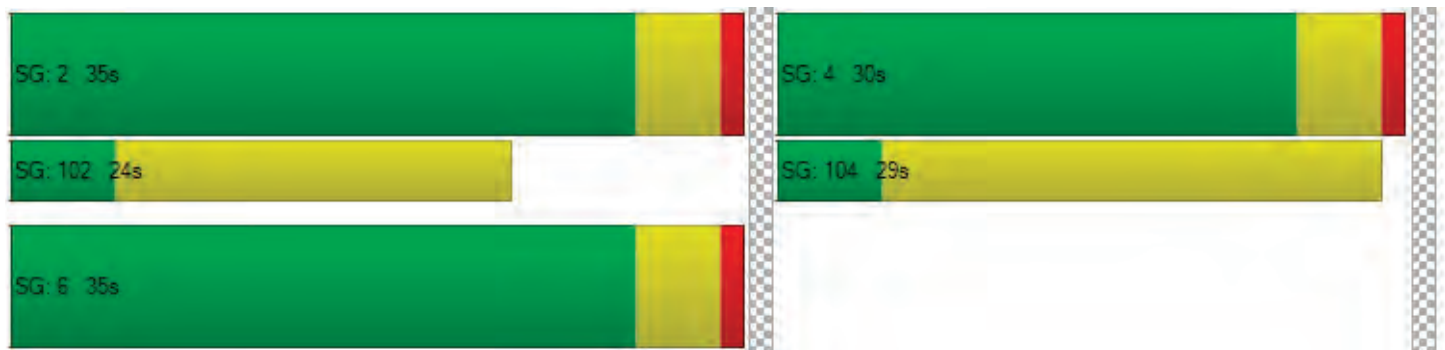
| | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|------|------|------|-------|-------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 10.16 | 6.85 | 0.00 | 7.01 | 0.00 | 13.05 | 13.05 | 10.16 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | A | | A | | B | B | B | | | |
| d_A, Approach Delay [s/veh] | | 9.90 | | | 7.01 | | 12.66 | | | 0.00 | | |
| Approach LOS | | A | | | A | | B | | | A | | |
| d_I, Intersection Delay [s/veh] | 10.57 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.852 | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | 0.0 | | 0.0 | | 0.0 | | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| d_p, Pedestrian Delay [s] | | 11.33 | | 0.00 | | 0.00 | | 0.00 | | 11.33 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.642 | | 0.000 | | 0.000 | | 0.000 | | 1.501 |
| Crosswalk LOS | | B | | F | | F | | F | | A |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | | 2000 | | 2000 | | 2000 | | 2000 | | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | | 1551 | | 1551 | | 1292 | | 0 | | 0 |
| d_b, Bicycle Delay [s] | | 0.97 | | 0.97 | | 2.42 | | 19.28 | | 19.28 |
| I_b,int, Bicycle LOS Score for Intersection | | 2.657 | | 1.819 | | 3.221 | | 4.132 | | 4.132 |
| Bicycle LOS | | B | | A | | C | | D | | D |

Sequence

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



**Intersection Level Of Service Report
Intersection 2: Prairie City/US 50 WB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 17.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.944 |

Intersection Setup

| Name | Prairie City | | Prairie City | | WB 50 off | |
|------------------------------|--------------|--------|--------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↑↑↗ | | ↑↑ | | ↖↖↖ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 400.00 | 100.00 | 100.00 | 600.00 | 600.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Prairie City | | Prairie City | | WB 50 off | |
|--|--------------|--------|--------------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1511 | 340 | 0 | 284 | 3 | 899 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 180 |
| Total Hourly Volume [veh/h] | 1511 | 340 | 0 | 284 | 3 | 719 |
| Peak Hour Factor | 0.8800 | 0.8800 | 1.0000 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 429 | 97 | 0 | 81 | 1 | 204 |
| Total Analysis Volume [veh/h] | 1717 | 386 | 0 | 323 | 3 | 817 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Unsignalized | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|--------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 6 | 0 | 0 | 6 | 6 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 50 | 0 |
| Amber [s] | 4.1 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 56 | 0 |
| Vehicle Extension [s] | 1.5 | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 20 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.1 | 0.0 | 0.0 | 3.1 | 3.1 | 0.0 |
| Minimum Recall | Yes | | | Yes | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | L | R |
|---|-------|------|-------|-------|
| C, Cycle Length [s] | 69 | 69 | 69 | 69 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 36 | 36 | 22 | 22 |
| g / C, Green / Cycle | 0.53 | 0.53 | 0.32 | 0.32 |
| (v / s)_i Volume / Saturation Flow Rate | 0.49 | 0.09 | 0.00 | 0.29 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 1767 | 2791 |
| c, Capacity [veh/h] | 1859 | 1859 | 574 | 907 |
| d1, Uniform Delay [s] | 15.00 | 8.48 | 15.68 | 22.13 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.91 | 0.02 | 0.00 | 1.39 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | |
|---------------------------------------|--------|-------|-------|--------|
| X, volume / capacity | 0.92 | 0.17 | 0.01 | 0.90 |
| d, Delay for Lane Group [s/veh] | 15.91 | 8.50 | 15.68 | 23.52 |
| Lane Group LOS | B | A | B | C |
| Critical Lane Group | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 10.49 | 1.10 | 0.03 | 5.94 |
| 50th-Percentile Queue Length [ft/ln] | 262.34 | 27.39 | 0.75 | 148.42 |
| 95th-Percentile Queue Length [veh/ln] | 15.81 | 1.97 | 0.05 | 9.93 |
| 95th-Percentile Queue Length [ft/ln] | 395.15 | 49.31 | 1.36 | 248.32 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|------|------|------|-------|-------|
| d_M, Delay for Movement [s/veh] | 15.91 | 0.00 | 0.00 | 8.50 | 15.68 | 23.52 |
| Movement LOS | B | | | A | B | C |
| d_A, Approach Delay [s/veh] | 15.91 | | 8.50 | | 23.49 | |
| Approach LOS | B | | A | | C | |
| d_I, Intersection Delay [s/veh] | 17.25 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.944 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 24.17 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 2.616 |
| Crosswalk LOS | F | F | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1484 | 1484 | 1484 |
| d_b, Bicycle Delay [s] | 2.28 | 2.28 | 2.28 |
| I_b,int, Bicycle LOS Score for Intersection | 2.976 | 1.826 | 1.560 |
| Bicycle LOS | C | A | A |

Sequence

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



Intersection Level Of Service Report
Intersection 3: Prairie City/American Aggregates Rd

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 53.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.933 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100 | 100. | 100. | 100. | 400. | 100. | 100. | 100. | 100.0 | 100.0 | 100.0 | 130.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | | No | | | | No | | | No | | |
| Crosswalk | No | | | | Yes | | | | Yes | | | Yes | | |

Volumes

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|--|--------------|------|------|------|--------------|------|------|------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 24 | 92 | 177 | 509 | 8 | 676 | 827 | 23 | 0 | 0 | 1 | 202 | 2 | 366 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 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 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 267 |
| Total Hourly Volume [veh/h] | 24 | 92 | 177 | 397 | 8 | 676 | 827 | 23 | 0 | 0 | 0 | 202 | 2 | 99 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.810 | 0.810 | 0.810 | 0.810 | 0.810 | 0.810 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 7 | 28 | 548 | 123 | 2 | 209 | 255 | 7 | 0 | 0 | 0 | 62 | 1 | 31 |
| Total Analysis Volume [veh/h] | 30 | 114 | 219 | 490 | 10 | 835 | 102 | 28 | 0 | 0 | 0 | 249 | 2 | 122 |
| 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 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 9 | | | | 0 | | | 3 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 3 | | | | 0 | | | 9 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 1 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 1 | | | | 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] | 164 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Per | Per | Prot | Per | Per | Split | Split | Split | Split | Split | Split |
|------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 0 | 3 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 0 |
| Maximum Green [s] | 0 | 30 | 50 | 0 | 0 | 50 | 50 | 0 | 30 | 24 | 0 | 0 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 3.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 56 | 0 | 0 | 55 | 56 | 0 | 0 | 29 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 2.0 | 5.0 | 0.0 | 3.0 | 2.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 18 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 2.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | | | No | |
| Maximum Recall | | No | No | | | No | No | | | No | | | No | |
| Pedestrian Recall | | 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 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|------|------|------|------|-------|-------|-------|
| C, Cycle Length [s] | 126 | 126 | 126 | 126 | 126 | 126 | 126 | 126 | 126 | 126 | 126 | 126 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.00 | 6.00 | 4.50 | 6.00 | 6.00 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.00 | 4.00 | 2.50 | 4.00 | 4.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 7 | 50 | 50 | 34 | 76 | 76 | 0 | 0 | 0 | 22 | 22 | 22 |
| g / C, Green / Cycle | 0.06 | 0.40 | 0.40 | 0.27 | 0.61 | 0.61 | 0.00 | 0.00 | 0.00 | 0.18 | 0.18 | 0.18 |
| (v / s)_i Volume / Saturation Flow Rate | 0.04 | 0.43 | 0.31 | 0.24 | 0.20 | 0.02 | 0.00 | 0.00 | 0.00 | 0.14 | 0.04 | 0.04 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 1589 | 3459 | 5094 | 1589 | 3459 | 1870 | 1589 | 1781 | 1566 | 1558 |
| c, Capacity [veh/h] | 203 | 2026 | 632 | 926 | 3091 | 964 | 0 | 0 | 0 | 319 | 281 | 279 |
| d1, Uniform Delay [s] | 58.11 | 37.85 | 32.95 | 44.60 | 12.15 | 9.89 | 0.00 | 0.00 | 0.00 | 49.21 | 44.08 | 44.04 |
| k, delay calibration | 0.04 | 0.23 | 0.35 | 0.04 | 0.23 | 0.23 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.72 | 41.40 | 6.42 | 1.57 | 0.13 | 0.03 | 0.00 | 0.00 | 0.00 | 1.57 | 0.15 | 0.15 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|-------|
| X, volume / capacity | 0.71 | 1.08 | 0.77 | 0.91 | 0.33 | 0.03 | 0.00 | 0.00 | 0.00 | 0.78 | 0.22 | 0.22 |
| d, Delay for Lane Group [s/veh] | 59.82 | 79.25 | 39.37 | 46.17 | 12.29 | 9.92 | 0.00 | 0.00 | 0.00 | 50.78 | 44.22 | 44.19 |
| Lane Group LOS | E | F | D | D | B | A | A | A | A | D | D | D |
| Critical Lane Group | No | Yes | No | Yes | No | No | No | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 2.30 | 28.07 | 13.95 | 12.87 | 4.64 | 0.32 | 0.00 | 0.00 | 0.00 | 7.59 | 1.68 | 1.67 |
| 50th-Percentile Queue Length [ft/ln] | 57.46 | 701.7 | 348.7 | 321.8 | 116.0 | 7.88 | 0.00 | 0.00 | 0.00 | 189.8 | 41.93 | 41.71 |
| 95th-Percentile Queue Length [veh/ln] | 4.14 | 38.86 | 20.07 | 18.76 | 8.18 | 0.57 | 0.00 | 0.00 | 0.00 | 12.11 | 3.02 | 3.00 |
| 95th-Percentile Queue Length [ft/ln] | 103.4 | 971.4 | 501.8 | 468.9 | 204.4 | 14.19 | 0.00 | 0.00 | 0.00 | 302.7 | 75.48 | 75.08 |

Movement, Approach, & Intersection Results

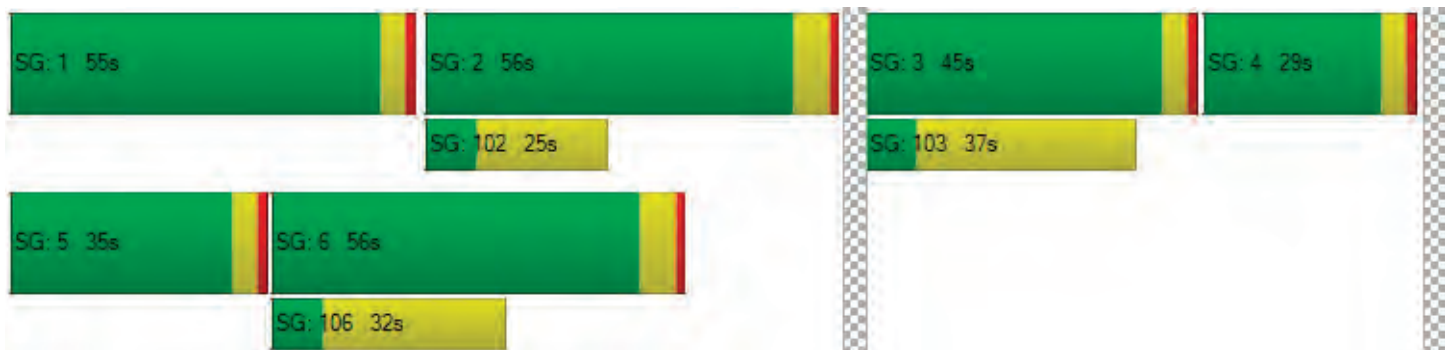
| | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|------|------|------|-------|------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 59.8 | 59.8 | 79.2 | 39.3 | 46.1 | 46.1 | 12.2 | 9.92 | 0.00 | 0.00 | 0.00 | 50.78 | 44.22 | 44.21 |
| Movement LOS | E | E | F | D | D | D | B | A | A | A | A | D | D | D |
| d_A, Approach Delay [s/veh] | 71.34 | | | 27.37 | | | 0.00 | | | 48.60 | | | | |
| Approach LOS | E | | | C | | | A | | | D | | | | |
| d_I, Intersection Delay [s/veh] | 53.32 | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | |
| Intersection V/C | 0.933 | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 52.25 | 52.25 | 52.25 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.419 | 2.494 | 3.101 |
| Crosswalk LOS | F | C | B | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 797 | 797 | 390 | 645 |
| d_b, Bicycle Delay [s] | 22.73 | 22.73 | 40.66 | 28.80 |
| I_b,int, Bicycle LOS Score for Intersection | 3.158 | 2.142 | 1.561 | 2.616 |
| Bicycle LOS | C | B | A | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 45.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.785 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | ▣▣▣▣ | | | | ▣▣▣▣ | | | | ▣▣▣▣ | | | | ▣▣▣▣ | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 197 | 158 | 360 | 6 | 485 | 120 | 197 | 3 | 48 | 298 | 96 | 6 | 235 | 345 | 607 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 197 | 158 | 360 | 6 | 485 | 120 | 197 | 3 | 48 | 298 | 96 | 6 | 235 | 345 | 607 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 59 | 479 | 108 | 2 | 146 | 361 | 59 | 1 | 14 | 90 | 29 | 2 | 71 | 104 | 183 |
| Total Analysis Volume [veh/h] | 4 | 237 | 191 | 434 | 7 | 584 | 144 | 237 | 4 | 58 | 359 | 116 | 7 | 283 | 416 | 731 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 2 | | | | 7 | | | | 42 | | | | 3 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 42 | | | | 3 | | | | 2 | | | | 7 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 5 | | | | 40 | | | | 4 | | | | 14 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 14 | | | | 4 | | | | 40 | | | | 5 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 40 | 0 | 0 | 35 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 40 | 0 | 0 | 40 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 149 | 149 | 149 | 149 | 149 | 149 | 149 | 149 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 13 | 63 | 25 | 75 | 4 | 27 | 15 | 37 |
| g / C, Green / Cycle | 0.08 | 0.42 | 0.17 | 0.50 | 0.03 | 0.18 | 0.10 | 0.25 |
| (v / s)_i Volume / Saturation Flow Rate | 0.07 | 0.38 | 0.17 | 0.28 | 0.02 | 0.07 | 0.08 | 0.08 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 3459 | 5094 | 3459 | 5094 | 3459 | 5094 |
| c, Capacity [veh/h] | 293 | 2146 | 579 | 2549 | 102 | 906 | 345 | 1264 |
| d1, Uniform Delay [s] | 67.27 | 40.09 | 62.20 | 26.03 | 71.66 | 54.31 | 66.10 | 45.97 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.22 | 0.55 | 16.50 | 0.07 | 2.20 | 0.10 | 2.15 | 0.06 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|--------|--------|--------|
| X, volume / capacity | 0.82 | 0.89 | 1.02 | 0.57 | 0.61 | 0.40 | 0.84 | 0.33 |
| d, Delay for Lane Group [s/veh] | 69.49 | 40.64 | 78.71 | 26.10 | 73.86 | 54.42 | 68.25 | 46.03 |
| Lane Group LOS | E | D | F | C | E | D | E | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.63 | 21.69 | 12.32 | 12.01 | 1.21 | 4.03 | 5.56 | 4.28 |
| 50th-Percentile Queue Length [ft/ln] | 115.82 | 542.29 | 307.96 | 300.28 | 30.26 | 100.64 | 138.88 | 106.96 |
| 95th-Percentile Queue Length [veh/ln] | 8.16 | 29.33 | 18.27 | 17.70 | 2.18 | 7.25 | 9.42 | 7.67 |
| 95th-Percentile Queue Length [ft/ln] | 204.06 | 733.25 | 456.66 | 442.38 | 54.46 | 181.16 | 235.52 | 191.76 |

Movement, Approach, & Intersection Results

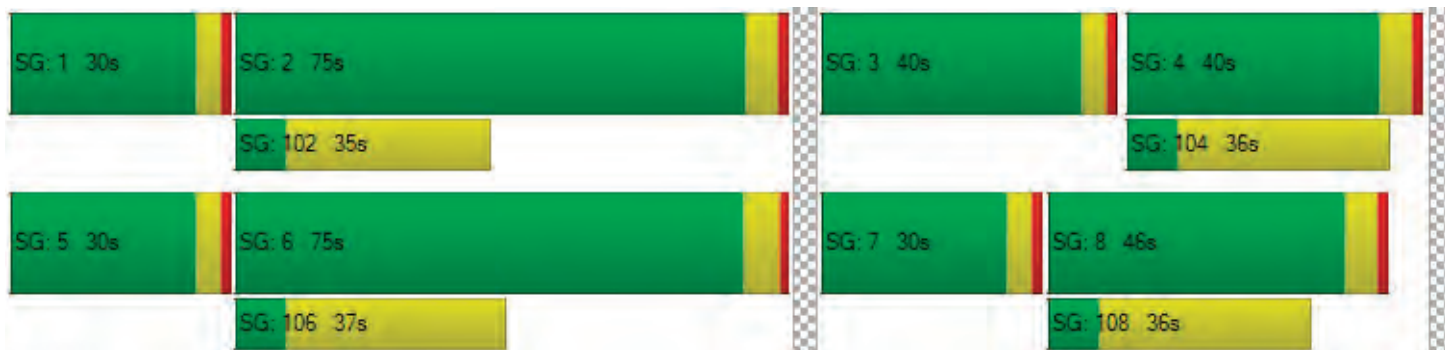
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 69.4 | 69.4 | 40.6 | 0.00 | 78.7 | 78.7 | 26.1 | 0.00 | 73.8 | 73.8 | 54.4 | 0.00 | 68.2 | 68.2 | 46.0 | 0.00 |
| Movement LOS | E | E | D | | E | F | C | | E | E | D | | E | E | D | |
| d_A, Approach Delay [s/veh] | 43.87 | | | | 41.37 | | | | 57.28 | | | | 55.16 | | | |
| Approach LOS | D | | | | D | | | | E | | | | E | | | |
| d_I, Intersection Delay [s/veh] | 45.47 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.785 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 151.69 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 64.03 | 64.03 | 64.03 | 64.03 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.369 | 3.308 | 3.095 | 3.151 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 931 | 925 | 462 | 543 |
| d_b, Bicycle Delay [s] | 21.31 | 21.58 | 44.12 | 39.62 |
| I_b,int, Bicycle LOS Score for Intersection | 2.743 | 2.359 | 1.759 | 1.792 |
| 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 5: Iron Point/Grover**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 48.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.655 |

Intersection Setup

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | | | | | | | | | | | | | | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 100. | 100. | 100. | 200. | 200. | 100. | 100. | 230. | 210. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | No | | | |

Volumes

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|--------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 153 | 75 | 29 | 0 | 149 | 95 | 136 | 128 | 63 | 699 | 145 | 32 | 200 | 770 | 144 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 84 | 0 | 0 | 0 | 58 |
| Total Hourly Volume [veh/h] | 0 | 153 | 75 | 19 | 0 | 149 | 95 | 99 | 128 | 63 | 699 | 61 | 32 | 200 | 770 | 86 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 51 | 25 | 6 | 0 | 50 | 32 | 33 | 43 | 21 | 233 | 20 | 11 | 67 | 257 | 29 |
| Total Analysis Volume [veh/h] | 0 | 204 | 100 | 25 | 0 | 199 | 127 | 132 | 171 | 84 | 932 | 81 | 43 | 267 | 102 | 115 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 510 | | | | 20 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 20 | | | | 510 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 11 | | | | 19 | | | | 3 | | | | 172 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 3 | | | | 172 | | | | 11 | | | | 19 | | | |
| 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 | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 0 | 0 | 3 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 30 | 69 | 0 | 0 | 30 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 15 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|----|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 27 |
| Pedestrian Clearance [s] | 30 |

Lane Group Calculations

| Lane Group | L | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 14 | 14 | 40 | 40 | 40 | 21 | 35 | 35 | 25 | 39 | 39 |
| g / C, Green / Cycle | 0.11 | 0.11 | 0.30 | 0.30 | 0.30 | 0.16 | 0.26 | 0.26 | 0.19 | 0.29 | 0.29 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.09 | 0.11 | 0.07 | 0.13 | 0.14 | 0.18 | 0.05 | 0.17 | 0.20 | 0.10 |
| s, saturation flow rate [veh/h] | 1781 | 1800 | 1781 | 1870 | 1040 | 1781 | 5094 | 1547 | 1781 | 5094 | 1125 |
| c, Capacity [veh/h] | 193 | 195 | 536 | 563 | 313 | 281 | 1332 | 404 | 335 | 1487 | 328 |
| d1, Uniform Delay [s] | 58.22 | 58.22 | 36.58 | 34.86 | 35.44 | 55.05 | 44.39 | 38.21 | 53.05 | 41.75 | 35.93 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.12 | 0.19 | 0.19 | 0.24 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 3.99 | 3.92 | 0.16 | 0.07 | 0.34 | 11.76 | 1.16 | 0.41 | 19.70 | 0.99 | 1.09 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.85 | 0.85 | 0.37 | 0.23 | 0.42 | 0.91 | 0.70 | 0.20 | 0.93 | 0.69 | 0.35 |
| d, Delay for Lane Group [s/veh] | 62.21 | 62.14 | 36.74 | 34.94 | 35.77 | 66.81 | 45.55 | 38.63 | 72.75 | 42.74 | 37.02 |
| Lane Group LOS | E | E | D | C | D | E | D | D | E | D | D |
| Critical Lane Group | Yes | No | No | No | Yes | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 5.62 | 5.67 | 5.15 | 3.13 | 3.32 | 9.30 | 9.40 | 2.12 | 11.99 | 10.10 | 2.98 |
| 50th-Percentile Queue Length [ft/ln] | 140.56 | 141.82 | 128.6 | 78.20 | 83.04 | 232.6 | 235.0 | 53.12 | 299.7 | 252.4 | 74.48 |
| 95th-Percentile Queue Length [veh/ln] | 9.51 | 9.58 | 8.87 | 5.63 | 5.98 | 14.31 | 14.43 | 3.82 | 17.67 | 15.31 | 5.36 |
| 95th-Percentile Queue Length [ft/ln] | 237.78 | 239.47 | 221.7 | 140.7 | 149.4 | 357.6 | 360.7 | 95.62 | 441.7 | 382.7 | 134.0 |

Movement, Approach, & Intersection Results

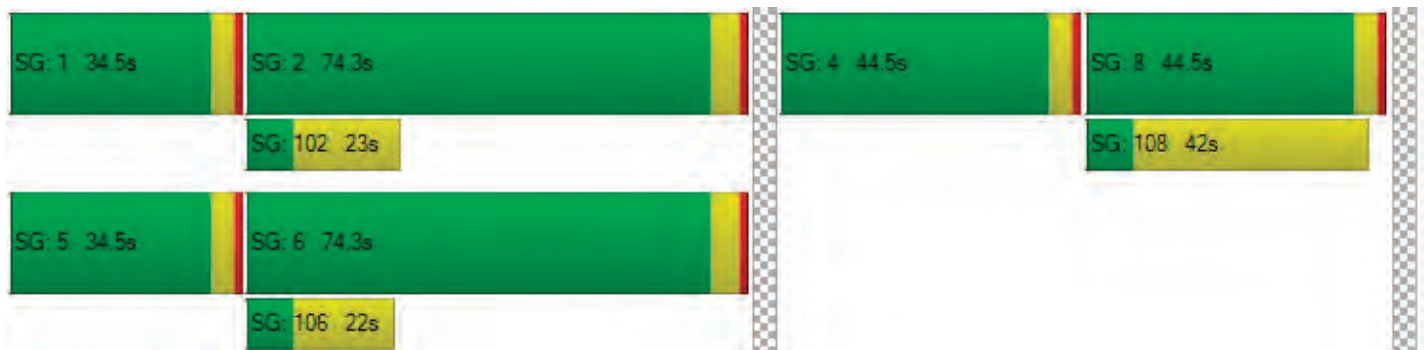
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 62.2 | 62.2 | 62.1 | 62.1 | 36.7 | 36.7 | 34.9 | 35.7 | 66.8 | 66.8 | 45.5 | 38.6 | 72.7 | 72.7 | 42.7 | 37.0 |
| Movement LOS | E | E | E | E | D | D | C | D | E | E | D | D | E | E | D | D |
| d_A, Approach Delay [s/veh] | 62.17 | | | | 35.96 | | | | 49.38 | | | | 48.70 | | | |
| Approach LOS | E | | | | D | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 48.54 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.655 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 364.72 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 55.82 | 55.82 | 55.82 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.265 | 2.410 | 3.199 | 0.000 |
| Crosswalk LOS | B | B | C | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 603 | 603 | 1040 | 1040 |
| d_b, Bicycle Delay [s] | 32.39 | 32.39 | 15.30 | 15.30 |
| I_b,int, Bicycle LOS Score for Intersection | 1.782 | 2.048 | 2.257 | 2.366 |
| Bicycle LOS | A | B | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 6: Iron Pt/Oak Ave Pkwy**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 39.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.859 |

Intersection Setup

| Name | | | | | Oak Ave Pkwy | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 200. | 100. | 100. | 200. | 200. | 100. | 100. | 200. | 200. | 100. | 100. | 200. | 200. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100. | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Oak Ave Pkwy | | | | | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 417 | 880 | 442 | 3 | 295 | 970 | 399 | 2 | 169 | 669 | 399 | 29 | 404 | 705 | 118 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 417 | 880 | 442 | 3 | 295 | 970 | 399 | 2 | 169 | 669 | 399 | 29 | 404 | 705 | 118 |
| Peak Hour Factor | 0.98 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 113 | 239 | 120 | 1 | 80 | 264 | 108 | 1 | 46 | 182 | 108 | 8 | 110 | 192 | 32 |
| Total Analysis Volume [veh/h] | 0 | 453 | 957 | 480 | 3 | 321 | 105 | 434 | 2 | 184 | 727 | 434 | 32 | 439 | 766 | 128 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 | 0 | 5 | 2 | 0 | 1 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | Lea | Lea | - | - |
| Minimum Green [s] | 0 | 7 | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 7 | 7 | 0 | 7 | 7 | 7 | 0 |
| Maximum Green [s] | 0 | 21 | 55 | 0 | 0 | 27 | 61 | 0 | 0 | 20 | 33 | 0 | 28 | 28 | 41 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 3.5 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 26 | 61 | 0 | 0 | 32 | 67 | 0 | 0 | 25 | 39 | 0 | 33 | 33 | 47 | 0 |
| Vehicle Extension [s] | 0.0 | 1.0 | 2.0 | 0.0 | 0.0 | 1.0 | 2.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 35 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 32 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 2.5 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | Yes | | | No | Yes | |
| 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 7 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 5.50 | 4.50 | 5.50 | 4.50 | 5.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 3.50 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 16 | 31 | 21 | 36 | 8 | 17 | 16 | 26 |
| g / C, Green / Cycle | 0.15 | 0.29 | 0.20 | 0.34 | 0.07 | 0.16 | 0.16 | 0.25 |
| (v / s)_i Volume / Saturation Flow Rate | 0.13 | 0.27 | 0.18 | 0.21 | 0.05 | 0.14 | 0.14 | 0.15 |
| s, saturation flow rate [veh/h] | 3459 | 3560 | 1781 | 5094 | 3459 | 5094 | 3459 | 5094 |
| c, Capacity [veh/h] | 518 | 1049 | 354 | 1748 | 251 | 830 | 538 | 1253 |
| d1, Uniform Delay [s] | 44.16 | 36.14 | 41.68 | 28.88 | 48.26 | 43.39 | 43.81 | 35.52 |
| k, delay calibration | 0.04 | 0.04 | 0.18 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.87 | 1.39 | 14.65 | 0.13 | 1.62 | 1.20 | 1.81 | 0.18 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| X, volume / capacity | 0.87 | 0.91 | 0.92 | 0.60 | 0.74 | 0.88 | 0.87 | 0.61 |
| d, Delay for Lane Group [s/veh] | 46.03 | 37.53 | 56.33 | 29.00 | 49.88 | 44.59 | 45.62 | 35.70 |
| Lane Group LOS | D | D | E | C | D | D | D | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 5.91 | 11.91 | 9.64 | 7.31 | 2.46 | 6.24 | 6.12 | 5.82 |
| 50th-Percentile Queue Length [ft/ln] | 147.63 | 297.65 | 241.01 | 182.71 | 61.40 | 156.04 | 153.12 | 145.60 |
| 95th-Percentile Queue Length [veh/ln] | 9.89 | 17.56 | 14.73 | 11.74 | 4.42 | 10.34 | 10.18 | 9.78 |
| 95th-Percentile Queue Length [ft/ln] | 247.27 | 439.12 | 368.31 | 293.55 | 110.52 | 258.48 | 254.58 | 244.55 |

Movement, Approach, & Intersection Results

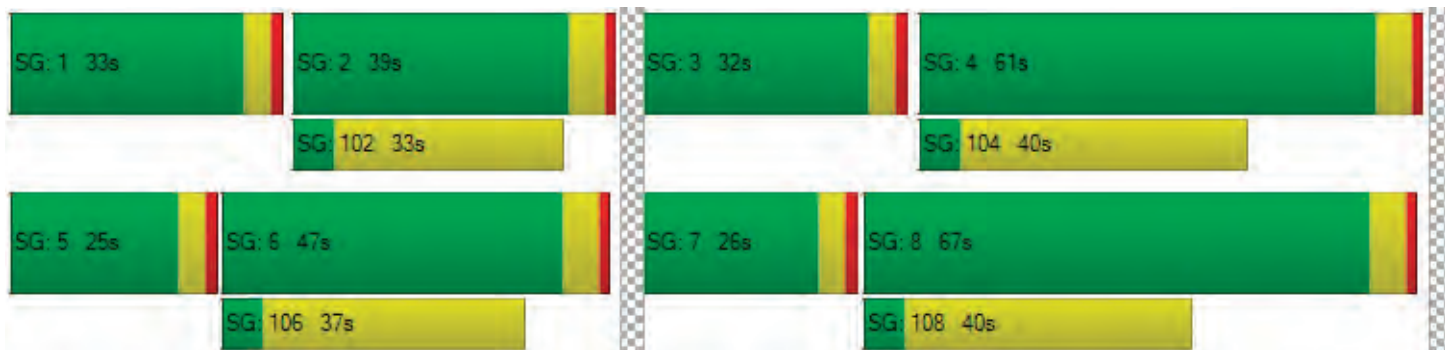
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 46.0 | 46.0 | 37.5 | 0.00 | 56.3 | 56.3 | 29.0 | 0.00 | 49.8 | 49.8 | 44.5 | 0.00 | 45.6 | 45.6 | 35.7 | 0.00 |
| Movement LOS | D | D | D | | E | E | C | | D | D | D | | D | D | D | |
| d_A, Approach Delay [s/veh] | 40.26 | | | | 35.43 | | | | 45.67 | | | | 39.48 | | | |
| Approach LOS | D | | | | D | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 39.71 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.859 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | | | | 9.0 | | | | 9.0 | | | | 9.0 | | | |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| d_p, Pedestrian Delay [s] | 44.36 | | | | 44.36 | | | | 44.36 | | | | 44.36 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 3.089 | | | | 3.042 | | | | 3.090 | | | | 3.199 | | | |
| Crosswalk LOS | C | | | | C | | | | C | | | | C | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1048 | | | | 1161 | | | | 632 | | | | 783 | | | |
| d_b, Bicycle Delay [s] | 12.01 | | | | 9.33 | | | | 24.77 | | | | 19.61 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 2.723 | | | | 2.141 | | | | 1.961 | | | | 1.999 | | | |
| 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 7: Iron Pt/ W Kaiser access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 18.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.103 |

Intersection Setup

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|------------------------------|-----------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|---|-----------------|--------|---------|--------|---------|--------|
| Base Volume Input [veh/h] | 0 | 27 | 1329 | 150 | 0 | 1231 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 27 | 1329 | 150 | 0 | 1231 |
| Peak Hour Factor | 1.0000 | 0.8800 | 0.8800 | 0.8800 | 1.0000 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 8 | 378 | 43 | 0 | 350 |
| Total Analysis Volume [veh/h] | 0 | 31 | 1510 | 170 | 0 | 1399 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.10 | 0.02 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 18.31 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | C | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 8.51 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 18.31 | | 0.00 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.18 | | | | | |
| Intersection LOS | C | | | | | |

**Intersection Level Of Service Report
Intersection 8: Iron Pt/Rowberry**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 24.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.701 |

Intersection Setup

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 220. | 100. | 100. | 100. | 30.0 | 100. | 100. | 100. | 100. | 325. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | No | | | | Yes | | | |

Volumes

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|--|----------|------|------|------|----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 552 | 0 | 598 | 0 | 14 | 17 | 83 | 12 | 59 | 825 | 460 | 14 | 571 | 584 | 14 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 401 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 552 | 0 | 197 | 0 | 14 | 17 | 22 | 12 | 59 | 825 | 437 | 14 | 571 | 584 | 14 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 148 | 0 | 53 | 0 | 4 | 5 | 6 | 3 | 16 | 222 | 117 | 4 | 153 | 157 | 4 |
| Total Analysis Volume [veh/h] | 0 | 594 | 0 | 212 | 0 | 15 | 18 | 24 | 13 | 63 | 887 | 470 | 15 | 614 | 628 | 15 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Unsi | Per | Per | Per | Per | Per | Prot | Per | Unsi | Per | Prot | Per | Per |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 40 | 40 | 0 | 0 | 40 | 40 | 0 |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 0 | 45 | 45 | 0 | 0 | 45 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 15 | 15 | 3 | 3 | 4 | 21 | 15 | 32 | 32 |
| g / C, Green / Cycle | 0.20 | 0.20 | 0.05 | 0.05 | 0.06 | 0.28 | 0.21 | 0.44 | 0.44 |
| (v / s)_i Volume / Saturation Flow Rate | 0.17 | 0.17 | 0.01 | 0.02 | 0.04 | 0.17 | 0.18 | 0.12 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 1781 | 1781 | 1699 | 1781 | 5094 | 3459 | 5094 | 1589 |
| c, Capacity [veh/h] | 357 | 357 | 84 | 80 | 99 | 1449 | 728 | 2239 | 699 |
| d1, Uniform Delay [s] | 28.01 | 28.01 | 33.44 | 33.99 | 34.03 | 22.64 | 27.82 | 13.08 | 11.58 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.04 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.95 | 1.95 | 0.37 | 1.97 | 4.68 | 0.72 | 1.23 | 0.12 | 0.02 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 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 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|--------|-------|-------|-------|
| X, volume / capacity | 0.83 | 0.83 | 0.18 | 0.52 | 0.77 | 0.61 | 0.86 | 0.28 | 0.02 |
| d, Delay for Lane Group [s/veh] | 29.97 | 29.97 | 33.81 | 35.97 | 38.71 | 23.36 | 29.05 | 13.20 | 11.60 |
| Lane Group LOS | C | C | C | D | D | C | C | B | B |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 4.94 | 4.94 | 0.26 | 0.75 | 1.42 | 4.25 | 5.16 | 2.05 | 0.13 |
| 50th-Percentile Queue Length [ft/ln] | 123.43 | 123.43 | 6.42 | 18.76 | 35.45 | 106.28 | 129.0 | 51.14 | 3.31 |
| 95th-Percentile Queue Length [veh/ln] | 8.58 | 8.58 | 0.46 | 1.35 | 2.55 | 7.63 | 8.89 | 3.68 | 0.24 |
| 95th-Percentile Queue Length [ft/ln] | 214.53 | 214.53 | 11.56 | 33.77 | 63.80 | 190.82 | 222.2 | 92.05 | 5.95 |

Movement, Approach, & Intersection Results

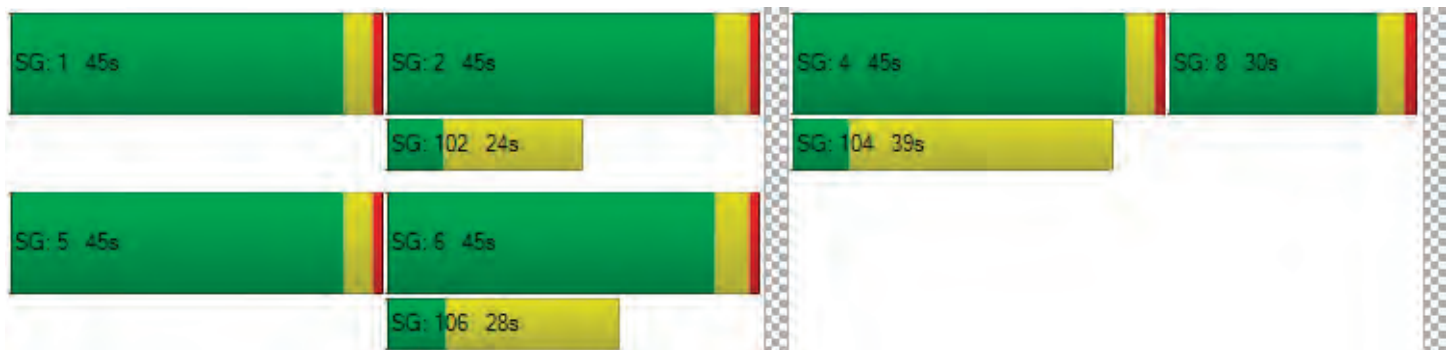
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 29.9 | 29.9 | 29.9 | 0.00 | 33.8 | 33.8 | 35.9 | 35.9 | 38.7 | 38.7 | 23.3 | 0.00 | 29.0 | 29.0 | 13.2 | 11.6 |
| Movement LOS | C | C | C | | C | C | D | D | D | D | C | | C | C | B | B |
| d_A, Approach Delay [s/veh] | 29.97 | | | | 35.40 | | | | 24.57 | | | | 21.02 | | | |
| Approach LOS | C | | | | D | | | | C | | | | C | | | |
| d_I, Intersection Delay [s/veh] | 24.33 | | | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | | | |
| Intersection V/C | 0.701 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 0.0 | | | | 11.0 | | | |
| 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] | 26.27 | | | | 26.27 | | | | 0.00 | | | | 26.27 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.527 | | | | 2.079 | | | | 0.000 | | | | 3.167 | | | |
| Crosswalk LOS | B | | | | B | | | | F | | | | C | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1111 | | | | 700 | | | | 1089 | | | | 1089 | | | |
| d_b, Bicycle Delay [s] | 7.20 | | | | 15.41 | | | | 7.56 | | | | 7.56 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | | | | 1.730 | | | | 2.055 | | | | 2.251 | | | |
| Bicycle LOS | A | | | | A | | | | B | | | | B | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 9: Iron Pt/Safe Credit Union access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 23.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.134 |

Intersection Setup

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|------------------------------|--------------------------|--------|-----------|-------|-----------|--------|--------|
| Approach | Northbound | | Eastbound | | Westbound | | |
| Lane Configuration | | | | | | | |
| Turning Movement | Left | Right | Thru | Right | U-turn | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 90.00 | 120.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | | |
| Crosswalk | Yes | | No | | No | | |

Volumes

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|---|--------------------------|--------|---------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 10 | 1366 | 15 | 21 | 29 | 1176 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 10 | 1366 | 15 | 21 | 29 | 1176 |
| Peak Hour Factor | 1.0000 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 3 | 363 | 4 | 6 | 8 | 313 |
| Total Analysis Volume [veh/h] | 0 | 11 | 1453 | 16 | 22 | 31 | 1251 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | |
|---------------------------------------|-------|-------|------|------|-------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.03 | 0.01 | 0.00 | 0.06 | 0.13 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 16.86 | 0.00 | 0.00 | 17.19 | 23.61 | 0.00 |
| Movement LOS | | C | A | A | C | C | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.11 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 2.71 | 0.00 | 0.00 | 17.21 | 17.21 | 0.00 |
| d_A, Approach Delay [s/veh] | 16.86 | | 0.00 | | 0.85 | | |
| Approach LOS | C | | A | | A | | |
| d_I, Intersection Delay [s/veh] | 0.47 | | | | | | |
| Intersection LOS | C | | | | | | |

**Intersection Level Of Service Report
Intersection 10: Iron Pt/Broadstone**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 18.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.464 |

Intersection Setup

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 270. | 100. | 100. | 200. | 230. | 100. | 100. | 270. | 240. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 240. | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | Yes | | | |

Volumes

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 17 | 13 | 2 | 5 | 43 | 40 | 679 | 18 | 635 | 645 | 99 | 5 | 17 | 512 | 15 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 679 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 15 |
| Total Hourly Volume [veh/h] | 0 | 17 | 13 | 1 | 5 | 43 | 40 | 0 | 18 | 635 | 645 | 77 | 5 | 17 | 512 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 5 | 4 | 0 | 1 | 12 | 11 | 0 | 5 | 174 | 177 | 21 | 1 | 5 | 141 | 0 |
| Total Analysis Volume [veh/h] | 0 | 19 | 14 | 1 | 5 | 47 | 44 | 0 | 20 | 698 | 709 | 85 | 5 | 19 | 563 | 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Per | Per | Per | Per | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 30 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|
| C, Cycle Length [s] | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.50 | 5.50 | 4.50 | 5.50 |
| 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] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 4 | 4 | 4 | 8 | 8 | 15 | 28 | 28 | 2 | 14 |
| g / C, Green / Cycle | 0.07 | 0.07 | 0.07 | 0.13 | 0.13 | 0.25 | 0.46 | 0.46 | 0.03 | 0.23 |
| (v / s)_i Volume / Saturation Flow Rate | 0.01 | 0.01 | 0.00 | 0.02 | 0.01 | 0.21 | 0.14 | 0.05 | 0.01 | 0.11 |
| s, saturation flow rate [veh/h] | 1781 | 1856 | 1589 | 3459 | 3560 | 3459 | 5094 | 1589 | 3459 | 5094 |
| c, Capacity [veh/h] | 129 | 135 | 115 | 457 | 470 | 870 | 2331 | 727 | 96 | 1192 |
| d1, Uniform Delay [s] | 26.61 | 26.60 | 26.38 | 23.43 | 23.37 | 21.67 | 10.47 | 9.52 | 29.17 | 20.22 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.28 | 0.04 | 0.28 |
| 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] | 0.16 | 0.15 | 0.01 | 0.04 | 0.03 | 0.78 | 0.19 | 0.19 | 0.50 | 0.76 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 | 0.13 | 0.12 | 0.01 | 0.11 | 0.09 | 0.83 | 0.30 | 0.12 | 0.25 | 0.47 |
| d, Delay for Lane Group [s/veh] | 26.77 | 26.75 | 26.39 | 23.47 | 23.40 | 22.44 | 10.66 | 9.71 | 29.67 | 20.98 |
| Lane Group LOS | C | C | C | C | C | C | B | A | C | C |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 0.22 | 0.22 | 0.01 | 0.32 | 0.27 | 4.55 | 1.78 | 0.61 | 0.17 | 2.22 |
| 50th-Percentile Queue Length [ft/ln] | 5.49 | 5.51 | 0.33 | 7.89 | 6.65 | 113.7 | 44.49 | 15.15 | 4.28 | 55.51 |
| 95th-Percentile Queue Length [veh/ln] | 0.40 | 0.40 | 0.02 | 0.57 | 0.48 | 8.05 | 3.20 | 1.09 | 0.31 | 4.00 |
| 95th-Percentile Queue Length [ft/ln] | 9.88 | 9.92 | 0.60 | 14.20 | 11.97 | 201.1 | 80.08 | 27.27 | 7.71 | 99.92 |

Movement, Approach, & Intersection Results

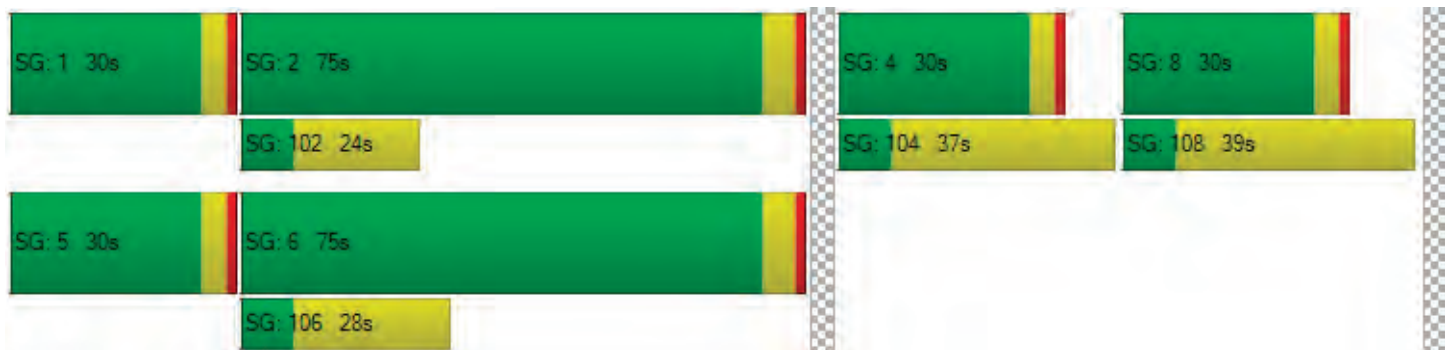
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 26.7 | 26.7 | 26.7 | 26.3 | 23.4 | 23.4 | 23.4 | 0.00 | 22.4 | 22.4 | 10.6 | 9.71 | 29.6 | 29.6 | 20.9 | 0.00 |
| Movement LOS | C | C | C | C | C | C | C | | C | C | B | A | C | C | C | |
| d_A, Approach Delay [s/veh] | 26.75 | | | 23.44 | | | 16.20 | | | 21.34 | | | | | | |
| Approach LOS | C | | | C | | | B | | | C | | | | | | |
| d_I, Intersection Delay [s/veh] | 18.03 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.464 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| 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] | 20.55 | 20.55 | 20.55 | 20.55 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.320 | 2.802 | 3.183 | 2.973 |
| Crosswalk LOS | B | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 834 | 834 | 2274 | 2274 |
| d_b, Bicycle Delay [s] | 10.38 | 10.38 | 0.57 | 0.57 |
| I_b,int, Bicycle LOS Score for Intersection | 1.586 | 1.600 | 2.019 | 1.880 |
| Bicycle LOS | A | A | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 11: Iron Pt/E Bidwell**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 37.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.671 |

Intersection Setup

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | Iron Pt | | | | |
|------------------------------|------------|-------|-------|------------|------|------|------|-----------|------|------|-----------|------|------|------|------|
| Approach | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Lane Configuration | \| \| \| |  |  | \| \| \| \| |  |  |  | \| \| \| |  |  | \| \| \| \| |  |  |  |  |
| Turning Movement | Left | Thru | Right | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 300.0 | 100.0 | 220.0 | 450. | 100. | 100. | 450. | 280. | 100. | 100. | 100. | 250. | 100. | 100. | 270. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 260. | 0.00 | 0.00 | 0.00 | 100 |
| Speed [mph] | 30.00 | | | 30.00 | | | | 30.00 | | | 30.00 | | | | |
| Grade [%] | 0.00 | | | 0.00 | | | | 0.00 | | | 0.00 | | | | |
| Curb Present | No | | | No | | | | No | | | No | | | | |
| Crosswalk | No | | | Yes | | | | Yes | | | Yes | | | | |

Volumes

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|-------|-------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 509 | 1012 | 650 | 5 | 515 | 572 | 108 | 5 | 277 | 378 | 179 | 0 | 354 | 466 | 467 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 650 | 0 | 0 | 0 | 108 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 467 |
| Total Hourly Volume [veh/h] | 509 | 1012 | 0 | 5 | 515 | 572 | 0 | 5 | 277 | 378 | 77 | 0 | 354 | 466 | 0 |
| Peak Hour Factor | 0.980 | 0.980 | 0.980 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 130 | 258 | 0 | 1 | 131 | 146 | 0 | 1 | 71 | 96 | 20 | 0 | 90 | 119 | 0 |
| Total Analysis Volume [veh/h] | 519 | 1033 | 0 | 5 | 526 | 584 | 0 | 5 | 283 | 386 | 79 | 0 | 361 | 476 | 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 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 216.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Protec | Permi | Unsig | Per | Prot | Per | Unsi | Per | Prot | Per | Ove | Per | Prot | Per | Unsi |
|------------------------------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 3 | 8 | 5 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | 5,8 | | | | |
| Lead / Lag | Lead | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 5 | 2 | 0 | 2 | 5 | 0 |
| Maximum Green [s] | 45 | 69 | 0 | 0 | 45 | 69 | 0 | 0 | 40 | 40 | 45 | 0 | 40 | 40 | 0 |
| Amber [s] | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 3.5 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 50 | 75 | 0 | 0 | 50 | 75 | 0 | 0 | 45 | 46 | 50 | 0 | 45 | 46 | 0 |
| Vehicle Extension [s] | 2.0 | 5.6 | 0.0 | 0.0 | 2.0 | 5.1 | 0.0 | 0.0 | 2.0 | 5.3 | 2.0 | 0.0 | 2.0 | 5.6 | 0.0 |
| Walk [s] | 0 | 30 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 29 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 2.5 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | No | Yes | | | No | Yes | | | No | No | No | | No | No | |
| Maximum Recall | No | No | | | No | No | | | No | No | No | | No | No | |
| Pedestrian Recall | No | No | | | No | No | | | No | No | No | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 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] | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 4.50 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 3.30 | 2.50 | 3.30 | 2.50 | 3.30 | 0.00 | 2.50 | 3.30 |
| g_i, Effective Green Time [s] | 19 | 37 | 19 | 38 | 11 | 16 | 40 | 13 | 19 |
| g / C, Green / Cycle | 0.18 | 0.35 | 0.18 | 0.36 | 0.11 | 0.15 | 0.38 | 0.13 | 0.18 |
| (v / s)_i Volume / Saturation Flow Rate | 0.15 | 0.20 | 0.15 | 0.11 | 0.08 | 0.11 | 0.05 | 0.10 | 0.09 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 3459 | 5094 | 3459 | 3560 | 1589 | 3459 | 5094 |
| c, Capacity [veh/h] | 611 | 1802 | 619 | 1815 | 367 | 548 | 605 | 443 | 896 |
| d1, Uniform Delay [s] | 42.21 | 27.71 | 42.13 | 24.77 | 46.13 | 42.49 | 21.36 | 44.93 | 39.64 |
| k, delay calibration | 0.04 | 0.31 | 0.04 | 0.24 | 0.04 | 0.27 | 0.04 | 0.04 | 0.31 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.31 | 0.84 | 1.37 | 0.23 | 1.42 | 4.08 | 0.04 | 1.42 | 1.42 |
| d3, Initial Queue Delay [s] | 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 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|-------|-------|--------|--------|
| X, volume / capacity | 0.85 | 0.57 | 0.86 | 0.32 | 0.79 | 0.70 | 0.13 | 0.82 | 0.53 |
| d, Delay for Lane Group [s/veh] | 43.52 | 28.56 | 43.50 | 24.99 | 47.56 | 46.57 | 21.40 | 46.34 | 41.07 |
| Lane Group LOS | D | C | D | C | D | D | C | D | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.60 | 7.08 | 6.76 | 3.55 | 3.74 | 5.06 | 1.28 | 4.66 | 3.84 |
| 50th-Percentile Queue Length [ft/ln] | 165.09 | 176.91 | 169.12 | 88.83 | 93.43 | 126.4 | 31.91 | 116.49 | 96.08 |
| 95th-Percentile Queue Length [veh/ln] | 10.82 | 11.44 | 11.03 | 6.40 | 6.73 | 8.75 | 2.30 | 8.20 | 6.92 |
| 95th-Percentile Queue Length [ft/ln] | 270.44 | 285.98 | 275.76 | 159.90 | 168.1 | 218.6 | 57.45 | 204.99 | 172.94 |

Movement, Approach, & Intersection Results

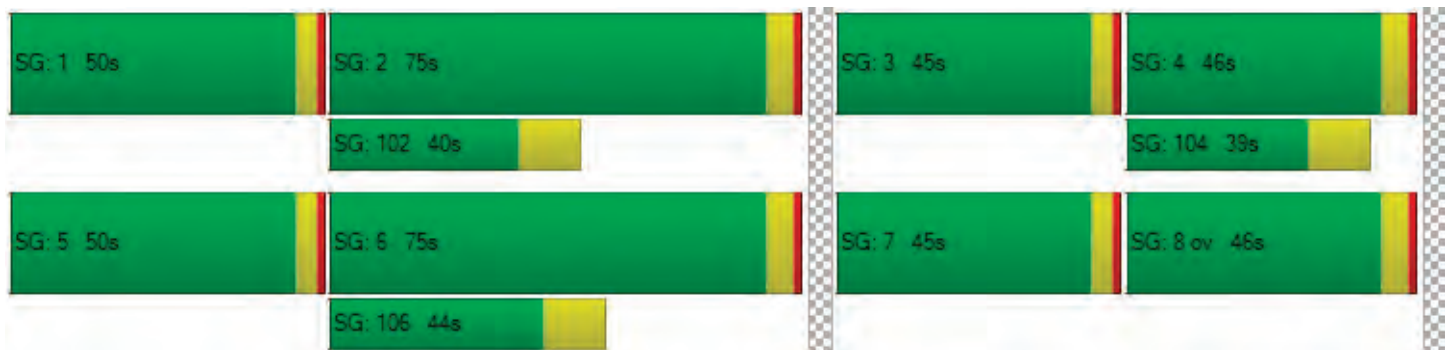
| | | | | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 43.52 | 28.56 | 0.00 | 43.5 | 43.5 | 24.9 | 0.00 | 47.5 | 47.5 | 46.5 | 21.4 | 46.3 | 46.3 | 41.0 | 0.00 |
| Movement LOS | D | C | | D | D | C | | D | D | D | C | D | D | D | |
| d_A, Approach Delay [s/veh] | 33.56 | | | 33.81 | | | 44.31 | | | 43.34 | | | | | |
| Approach LOS | C | | | C | | | D | | | D | | | | | |
| d_I, Intersection Delay [s/veh] | 37.45 | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | |
| Intersection V/C | 0.671 | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 33.0 | 38.0 | 34.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 24.93 | 21.61 | 24.25 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.190 | 3.175 | 3.122 |
| Crosswalk LOS | F | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1321 | 1321 | 771 | 771 |
| d_b, Bicycle Delay [s] | 6.09 | 6.09 | 19.92 | 19.92 |
| I_b,int, Bicycle LOS Score for Intersection | 2.413 | 1.884 | 2.032 | 1.821 |
| Bicycle LOS | B | A | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 12: E Bidwell/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 18.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.742 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | \|\|\|T\| |  | \|\|\| |  | \|T\|T\| |  |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 300.00 | 100.00 | 100.00 | 400.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | Yes | | Yes | |

Volumes

| Name | E Bidwell | | E Bidwell | | | |
|--|-----------|--------|-----------|--------|--------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1299 | 433 | 0 | 676 | 374 | 962 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1299 | 433 | 0 | 676 | 374 | 962 |
| Peak Hour Factor | 0.9800 | 0.9800 | 1.0000 | 0.9800 | 0.9800 | 0.9800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 331 | 110 | 0 | 172 | 95 | 245 |
| Total Analysis Volume [veh/h] | 1326 | 442 | 0 | 690 | 382 | 982 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 117 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 12 | 0 | 0 | 12 | 8 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 55 | 0 |
| Amber [s] | 4.8 | 0.0 | 0.0 | 4.8 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 61 | 0 |
| Vehicle Extension [s] | 4.0 | 0.0 | 0.0 | 4.0 | 3.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 19 | 0 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.8 | 0.0 | 0.0 | 3.8 | 3.1 | 0.0 |
| Minimum Recall | No | | | No | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | R | C | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 81 | 81 | 81 | 81 | 81 | 81 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.80 | 5.80 | 5.80 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.80 | 3.80 | 3.80 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 34 | 34 | 34 | 34 | 36 | 36 |
| g / C, Green / Cycle | 0.42 | 0.42 | 0.42 | 0.42 | 0.44 | 0.44 |
| (v / s)_i Volume / Saturation Flow Rate | 0.25 | 0.27 | 0.28 | 0.14 | 0.11 | 0.35 |
| s, saturation flow rate [veh/h] | 3532 | 1638 | 1577 | 5053 | 3431 | 2791 |
| c, Capacity [veh/h] | 1488 | 690 | 664 | 2129 | 1526 | 1241 |
| d1, Uniform Delay [s] | 18.17 | 18.66 | 18.93 | 15.78 | 14.12 | 19.36 |
| k, delay calibration | 0.15 | 0.15 | 0.15 | 0.15 | 0.13 | 0.13 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.54 | 1.42 | 1.64 | 0.12 | 0.10 | 1.41 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.59 | 0.64 | 0.67 | 0.32 | 0.25 | 0.79 |
| d, Delay for Lane Group [s/veh] | 18.71 | 20.07 | 20.57 | 15.90 | 14.22 | 20.77 |
| Lane Group LOS | B | C | C | B | B | C |
| Critical Lane Group | No | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 6.11 | 6.43 | 6.55 | 2.74 | 2.10 | 7.56 |
| 50th-Percentile Queue Length [ft/ln] | 152.79 | 160.78 | 163.81 | 68.38 | 52.41 | 188.90 |
| 95th-Percentile Queue Length [veh/ln] | 10.17 | 10.59 | 10.75 | 4.92 | 3.77 | 12.06 |
| 95th-Percentile Queue Length [ft/ln] | 254.15 | 264.76 | 268.76 | 123.08 | 94.34 | 301.60 |

Movement, Approach, & Intersection Results

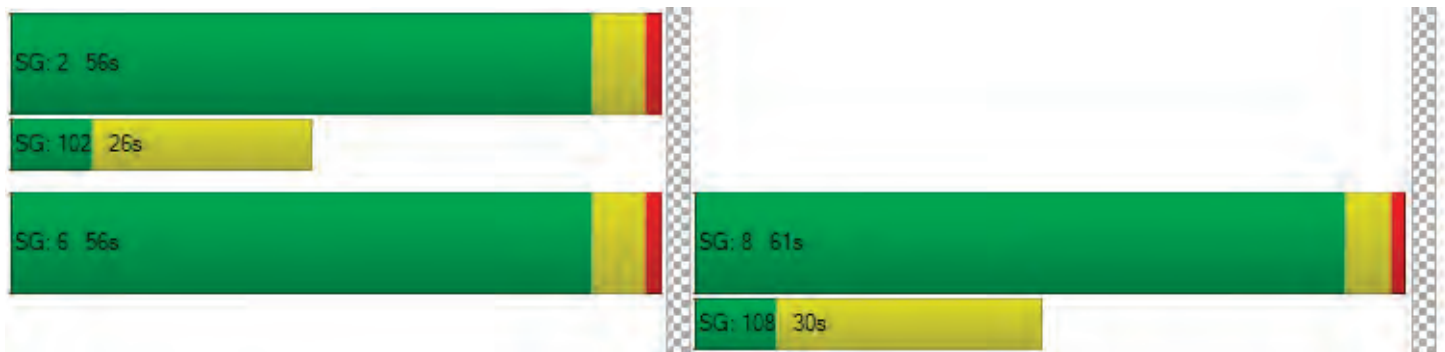
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 18.87 | 20.57 | 0.00 | 15.90 | 14.22 | 20.77 |
| Movement LOS | B | C | | B | B | C |
| d_A, Approach Delay [s/veh] | 19.52 | | 15.90 | | 18.94 | |
| Approach LOS | B | | B | | B | |
| d_I, Intersection Delay [s/veh] | 18.66 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.742 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 30.37 | 30.37 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 2.934 | 2.741 |
| Crosswalk LOS | F | C | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1236 | 1236 | 1376 |
| d_b, Bicycle Delay [s] | 5.93 | 5.93 | 3.95 |
| I_b,int, Bicycle LOS Score for Intersection | 2.532 | 1.939 | 1.560 |
| Bicycle LOS | B | A | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 13: E Bidwell/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 10.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.764 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | \|\|\| |  | \|\|\|T | | TTT | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|--|-----------|--------|-----------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 0 | 1114 | 676 | 374 | 618 | 434 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1114 | 676 | 374 | 618 | 434 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 293 | 178 | 98 | 163 | 114 |
| Total Analysis Volume [veh/h] | 0 | 1173 | 712 | 394 | 651 | 457 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 0 | 2 | 6 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 0 | 8 | 6 | 0 | 8 | 0 |
| Maximum Green [s] | 0 | 50 | 50 | 0 | 50 | 0 |
| Amber [s] | 0.0 | 4.8 | 4.1 | 0.0 | 4.8 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 56 | 56 | 0 | 56 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.8 | 3.1 | 0.0 | 3.8 | 0.0 |
| Minimum Recall | | No | No | | No | |
| Maximum Recall | | No | No | | No | |
| Pedestrian Recall | | No | No | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | C | R | L | R |
|---|-------|------|-------|-------|------|-------|
| C, Cycle Length [s] | 39 | 39 | 39 | 39 | 39 | 39 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.10 | 5.10 | 5.10 | 5.80 | 5.80 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.10 | 3.10 | 3.10 | 3.80 | 3.80 |
| g_i, Effective Green Time [s] | 13 | 14 | 14 | 14 | 15 | 15 |
| g / C, Green / Cycle | 0.33 | 0.35 | 0.35 | 0.35 | 0.37 | 0.37 |
| (v / s)_i Volume / Saturation Flow Rate | 0.24 | 0.16 | 0.18 | 0.18 | 0.19 | 0.29 |
| s, saturation flow rate [veh/h] | 4971 | 3475 | 1551 | 1551 | 3375 | 1551 |
| c, Capacity [veh/h] | 1647 | 1213 | 541 | 541 | 1264 | 581 |
| d1, Uniform Delay [s] | 11.54 | 9.94 | 10.17 | 10.17 | 9.55 | 10.93 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.22 | 0.10 | 0.28 | 0.28 | 0.12 | 0.91 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|-------|-------|-------|-------|--------|
| X, volume / capacity | 0.71 | 0.46 | 0.51 | 0.51 | 0.51 | 0.79 |
| d, Delay for Lane Group [s/veh] | 11.76 | 10.04 | 10.44 | 10.44 | 9.68 | 11.84 |
| Lane Group LOS | B | B | B | B | A | B |
| Critical Lane Group | Yes | No | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 2.29 | 1.41 | 1.46 | 1.46 | 1.61 | 2.70 |
| 50th-Percentile Queue Length [ft/ln] | 57.33 | 35.13 | 36.56 | 36.56 | 40.31 | 67.56 |
| 95th-Percentile Queue Length [veh/ln] | 4.13 | 2.53 | 2.63 | 2.63 | 2.90 | 4.86 |
| 95th-Percentile Queue Length [ft/ln] | 103.19 | 63.23 | 65.81 | 65.81 | 72.55 | 121.61 |

Movement, Approach, & Intersection Results

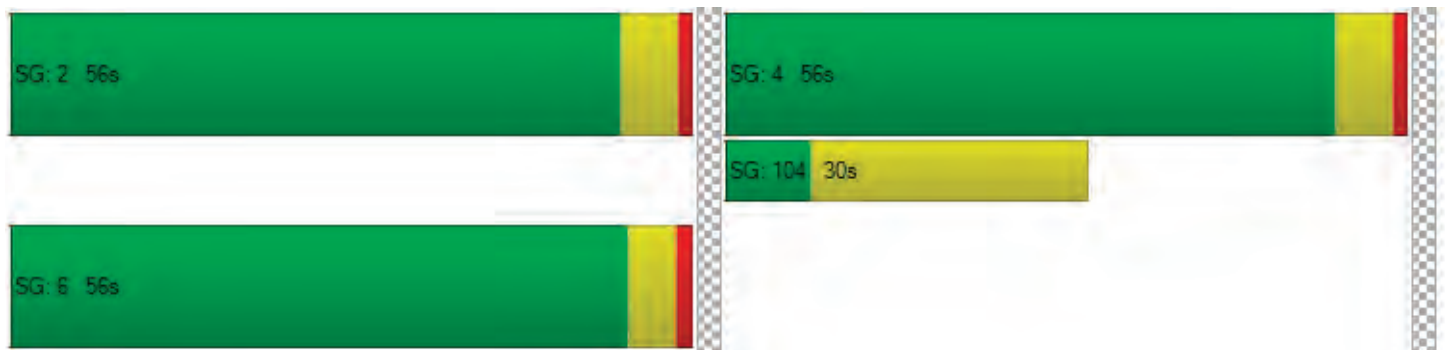
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 11.76 | 10.04 | 10.44 | 9.68 | 11.84 |
| Movement LOS | | B | B | B | A | B |
| d_A, Approach Delay [s/veh] | 11.76 | | 10.24 | | 10.57 | |
| Approach LOS | B | | B | | B | |
| d_I, Intersection Delay [s/veh] | | | 10.87 | | | |
| Intersection LOS | | | B | | | |
| Intersection V/C | | | 0.764 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 10.17 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.784 | 0.000 | 0.000 |
| Crosswalk LOS | C | F | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 2557 | 2593 | 2557 |
| d_b, Bicycle Delay [s] | 1.52 | 1.72 | 1.52 |
| I_b,int, Bicycle LOS Score for Intersection | 2.205 | 2.168 | 1.560 |
| Bicycle LOS | B | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 14: Lot 6 access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| 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): | 0.006 |

Intersection Setup

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| | 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 Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 5 | 28 | 16 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 5 | 28 | 16 | 0 |
| Peak Hour Factor | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 0.920 | 0.920 | 0.920 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 4 | 0 |
| Total Analysis Volume [veh/h] | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 5 | 30 | 17 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.09 | 9.59 | 8.39 | 9.08 | 9.57 | 8.39 | 7.25 | 0.00 | 0.00 | 7.28 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.03 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 | 0.06 |
| 95th-Percentile Queue Length [ft/ln] | 0.78 | 0.78 | 0.78 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.42 | 1.42 | 1.42 |
| d_A, Approach Delay [s/veh] | 8.74 | | | 9.01 | | | 0.00 | | | 4.65 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.56 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Lot 1 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.7
 Level Of Service: A
 Volume to Capacity (v/c): 0.102

Intersection Setup

| Name | | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|-----------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 81 | 0 | 12 | 3 | 21 | 0 | 0 | 51 | 51 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 81 | 0 | 12 | 3 | 21 | 0 | 0 | 51 | 51 |
| Peak Hour Factor | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 1.000 | 0.920 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 22 | 0 | 3 | 1 | 6 | 0 | 0 | 14 | 14 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 88 | 0 | 13 | 3 | 23 | 0 | 0 | 55 | 55 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.26 | 9.80 | 8.42 | 9.69 | 10.17 | 9.22 | 7.44 | 0.00 | 0.00 | 7.26 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.39 | 0.39 | 0.39 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 9.71 | 9.71 | 9.71 | 0.15 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.16 | | | 9.63 | | | 0.86 | | | 0.00 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.20 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 16: Oak Ave Pkwy/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 13.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.960 |

Intersection Setup

| Name | Oak Ave Pkwy | | | WB 50 on | | | WB 50 Off | | | | | |
|------------------------------|--------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|r |  |  | \|\|r | | | | | | r\|l\|l | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 100.0 | 400.0 | 100.0 | 400.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | | | | No | | |
| Crosswalk | No | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | | | | WB 50 on | | | WB 50 Off | | |
|--|--------------|-------|-------|-------|-------|-------|----------|-------|-------|-----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 1435 | 120 | 0 | 770 | 1011 | 0 | 0 | 0 | 455 | 0 | 330 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 3.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 1435 | 120 | 0 | 770 | 1011 | 0 | 0 | 0 | 455 | 0 | 330 |
| Peak Hour Factor | 1.000 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 359 | 33 | 0 | 193 | 253 | 0 | 0 | 0 | 124 | 0 | 83 |
| Total Analysis Volume [veh/h] | 0 | 1435 | 130 | 0 | 770 | 1011 | 0 | 0 | 0 | 495 | 0 | 330 |
| Presence of On-Street Parking | No | | No | No | | No | | | | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Unsig | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | | | | No | | |
| Maximum Recall | | No | | | No | | | | | No | | |
| Pedestrian Recall | | No | | | No | | | | | No | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 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 | C | C | R | | L | R |
|---|------|------|-------|--|-------|-------|
| C, Cycle Length [s] | 64 | 64 | 64 | | 64 | 64 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 43 | 43 | 43 | | 12 | 12 |
| g / C, Green / Cycle | 0.67 | 0.67 | 0.67 | | 0.19 | 0.19 |
| (v / s)_i Volume / Saturation Flow Rate | 0.40 | 0.22 | 0.64 | | 0.14 | 0.12 |
| s, saturation flow rate [veh/h] | 3560 | 3560 | 1589 | | 3431 | 2813 |
| c, Capacity [veh/h] | 2376 | 2376 | 1061 | | 660 | 541 |
| d1, Uniform Delay [s] | 5.95 | 4.53 | 9.76 | | 24.44 | 23.69 |
| k, delay calibration | 0.04 | 0.04 | 0.29 | | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.09 | 0.03 | 12.73 | | 0.65 | 0.42 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|-------|--------|--|--------|-------|
| X, volume / capacity | 0.60 | 0.32 | 0.95 | | 0.75 | 0.61 |
| d, Delay for Lane Group [s/veh] | 6.04 | 4.56 | 22.48 | | 25.09 | 24.10 |
| Lane Group LOS | A | A | C | | C | C |
| Critical Lane Group | No | No | Yes | | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 3.68 | 1.50 | 12.18 | | 3.38 | 2.18 |
| 50th-Percentile Queue Length [ft/ln] | 91.96 | 37.51 | 304.50 | | 84.46 | 54.40 |
| 95th-Percentile Queue Length [veh/ln] | 6.62 | 2.70 | 17.90 | | 6.08 | 3.92 |
| 95th-Percentile Queue Length [ft/ln] | 165.53 | 67.52 | 447.59 | | 152.03 | 97.92 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|-------|------|------|------|-------|------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 6.04 | 0.00 | 0.00 | 4.56 | 22.48 | 0.00 | 0.00 | 0.00 | 25.09 | 0.00 | 24.10 |
| Movement LOS | | A | | | A | C | | | | C | | C |
| d_A, Approach Delay [s/veh] | | 6.04 | | | 14.73 | | | 0.00 | | | | 24.69 |
| Approach LOS | | A | | | B | | | A | | | | C |
| d_I, Intersection Delay [s/veh] | 13.68 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.960 | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 0.0 | | 9.0 | | 9.0 | | 9.0 | | 9.0 | | 9.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| d_p, Pedestrian Delay [s] | | 0.00 | | 23.63 | | 23.63 | | 23.63 | | 23.63 | | 23.63 |
| I_p,int, Pedestrian LOS Score for Intersection | | 0.000 | | 2.975 | | 2.393 | | 2.445 | | 2.445 | | 2.445 |
| Crosswalk LOS | | F | | C | | B | | B | | B | | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | | 2000 | | 2000 | | 2000 | | 2000 | | 2000 | | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | | 1578 | | 1578 | | 0 | | 1578 | | 1578 | | 1578 |
| d_b, Bicycle Delay [s] | | 1.42 | | 1.42 | | 32.00 | | 1.42 | | 1.42 | | 1.42 |
| I_b,int, Bicycle LOS Score for Intersection | | 2.743 | | 3.029 | | 4.132 | | 1.560 | | 1.560 | | 1.560 |
| Bicycle LOS | | B | | C | | D | | A | | A | | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 17: Oak Ave Pkwy/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 9.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.847 |

Intersection Setup

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\|\| |  |  | \| \| \| \| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 400.0 | 100.0 | 400.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 725 | 325 | 0 | 942 | 283 | 830 | 0 | 288 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 2.00 | 5.00 | 5.00 | 5.00 | 2.00 | 5.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 725 | 325 | 0 | 942 | 283 | 830 | 0 | 288 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 197 | 88 | 0 | 256 | 77 | 226 | 0 | 78 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 788 | 353 | 0 | 1024 | 308 | 902 | 0 | 313 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | No | | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | No | | | | | |
| Maximum Recall | | No | | | No | | No | | | | | |
| Pedestrian Recall | | No | | | No | | No | | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | C | R | C | R | L | R |
|---|------|------|------|------|------|------|
| C, Cycle Length [s] | 36 | 36 | 36 | 36 | 36 | 36 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 14 | 14 | 14 | 14 | 13 | 13 |
| g / C, Green / Cycle | 0.39 | 0.39 | 0.39 | 0.39 | 0.36 | 0.36 |
| (v / s)_i Volume / Saturation Flow Rate | 0.23 | 0.23 | 0.29 | 0.20 | 0.27 | 0.11 |
| s, saturation flow rate [veh/h] | 3475 | 1551 | 3475 | 1551 | 3375 | 2746 |
| c, Capacity [veh/h] | 1340 | 598 | 1340 | 598 | 1226 | 997 |
| d1, Uniform Delay [s] | 8.74 | 8.75 | 9.59 | 8.44 | 9.91 | 8.20 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.15 | 0.35 | 0.35 | 0.26 | 0.33 | 0.07 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|-------|-------|--------|-------|-------|-------|
| X, volume / capacity | 0.59 | 0.59 | 0.76 | 0.52 | 0.74 | 0.31 |
| d, Delay for Lane Group [s/veh] | 8.90 | 9.10 | 9.93 | 8.69 | 10.24 | 8.26 |
| Lane Group LOS | A | A | A | A | B | A |
| Critical Lane Group | No | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 1.66 | 1.52 | 2.39 | 1.28 | 2.17 | 0.62 |
| 50th-Percentile Queue Length [ft/ln] | 41.60 | 38.11 | 59.87 | 31.90 | 54.18 | 15.38 |
| 95th-Percentile Queue Length [veh/ln] | 3.00 | 2.74 | 4.31 | 2.30 | 3.90 | 1.11 |
| 95th-Percentile Queue Length [ft/ln] | 74.88 | 68.60 | 107.76 | 57.42 | 97.53 | 27.68 |

Movement, Approach, & Intersection Results

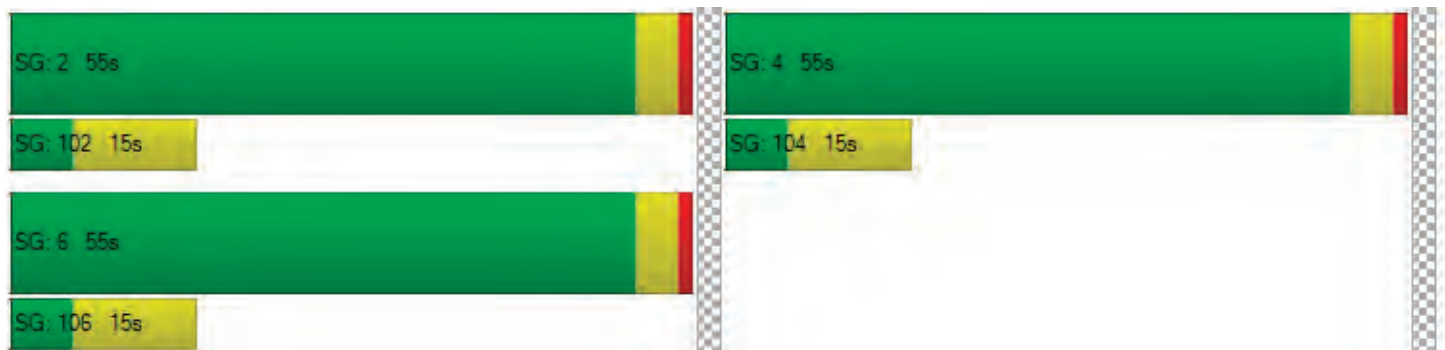
| | | | | | | | | | | | | |
|---------------------------------|------|-------|------|------|------|------|-------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 8.90 | 9.10 | 0.00 | 9.93 | 8.69 | 10.24 | 0.00 | 8.26 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | A | A | B | | A | | | |
| d_A, Approach Delay [s/veh] | | 8.96 | | | 9.65 | | | 9.73 | | | | 0.00 |
| Approach LOS | | A | | | A | | | A | | | | A |
| d_I, Intersection Delay [s/veh] | | 9.46 | | | | | | | | | | |
| Intersection LOS | | A | | | | | | | | | | |
| Intersection V/C | | 0.847 | | | | | | | | | | |

Other Modes

| | | | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|--|------|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | 0.0 | | 9.0 | | 9.0 | | 9.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| d_p, Pedestrian Delay [s] | | 9.97 | | 0.00 | | 9.97 | | 9.97 | | 9.97 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.733 | | 0.000 | | 2.546 | | 1.717 | | |
| Crosswalk LOS | | B | | F | | B | | A | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | | 2000 | | 2000 | | 2000 | | 2000 | | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | | 2831 | | 2831 | | 2831 | | 0 | | |
| d_b, Bicycle Delay [s] | | 3.08 | | 3.08 | | 3.08 | | 17.84 | | |
| I_b,int, Bicycle LOS Score for Intersection | | 2.501 | | 2.659 | | 1.560 | | 4.132 | | |
| Bicycle LOS | | B | | B | | A | | D | | |

Sequence

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



Signal Warrants Report For Intersection 7: Iron Pt/ W Kaiser access

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 | 1231 | 1479 | 27 |
| 2 | 1194 | 1435 | 26 |
| 3 | 1169 | 1405 | 26 |
| 4 | 1096 | 1316 | 24 |
| 5 | 972 | 1168 | 21 |
| 6 | 960 | 1154 | 21 |
| 7 | 948 | 1139 | 21 |
| 8 | 862 | 1035 | 19 |
| 9 | 849 | 1021 | 19 |
| 10 | 837 | 1006 | 18 |
| 11 | 726 | 873 | 16 |
| 12 | 677 | 813 | 15 |
| 13 | 665 | 799 | 15 |
| 14 | 492 | 592 | 11 |
| 15 | 492 | 592 | 11 |
| 16 | 345 | 414 | 8 |
| 17 | 197 | 237 | 4 |
| 18 | 197 | 237 | 4 |
| 19 | 111 | 133 | 2 |
| 20 | 62 | 74 | 1 |
| 21 | 37 | 44 | 1 |
| 22 | 12 | 15 | 0 |
| 23 | 12 | 15 | 0 |
| 24 | 12 | 15 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 4 | 2710 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 2 | 4 | 2629 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 3 | 4 | 2574 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 4 | 4 | 2412 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 5 | 4 | 2140 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 6 | 4 | 2114 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 7 | 4 | 2087 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 8 | 4 | 1897 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 9 | 4 | 1870 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 10 | 4 | 1843 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 11 | 4 | 1599 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 12 | 4 | 1490 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 13 | 4 | 1464 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 14 | 4 | 1084 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 15 | 4 | 1084 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 16 | 4 | 759 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 17 | 4 | 434 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 4 | 434 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 4 | 244 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 4 | 136 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 4 | 81 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 4 | 27 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 4 | 27 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 4 | 27 | 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) | 18.3 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:08 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 27 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 2737 |
| Number of Approaches on Intersection | 3 |
| Total Volume Condition Met | Yes |
| Warrant Met for Approach | No |
| Warrant Met for Intersection | No |

Signal Warrants Report For Intersection 9: Iron Pt/Safe Credit Union access

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 | 1226 | 1381 | 10 |
| 2 | 1189 | 1340 | 10 |
| 3 | 1165 | 1312 | 10 |
| 4 | 1091 | 1229 | 9 |
| 5 | 969 | 1091 | 8 |
| 6 | 956 | 1077 | 8 |
| 7 | 944 | 1063 | 8 |
| 8 | 858 | 967 | 7 |
| 9 | 846 | 953 | 7 |
| 10 | 834 | 939 | 7 |
| 11 | 723 | 815 | 6 |
| 12 | 674 | 760 | 6 |
| 13 | 662 | 746 | 5 |
| 14 | 490 | 552 | 4 |
| 15 | 490 | 552 | 4 |
| 16 | 343 | 387 | 3 |
| 17 | 196 | 221 | 2 |
| 18 | 196 | 221 | 2 |
| 19 | 110 | 124 | 1 |
| 20 | 61 | 69 | 1 |
| 21 | 37 | 41 | 0 |
| 22 | 12 | 14 | 0 |
| 23 | 12 | 14 | 0 |
| 24 | 12 | 14 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 4 | 2607 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 2 | 4 | 2529 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 3 | 4 | 2477 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 4 | 4 | 2320 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 5 | 4 | 2060 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 6 | 4 | 2033 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 7 | 4 | 2007 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 8 | 4 | 1825 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 9 | 4 | 1799 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 10 | 4 | 1773 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 11 | 4 | 1538 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 12 | 4 | 1434 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 13 | 4 | 1408 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 14 | 4 | 1042 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 15 | 4 | 1042 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 16 | 4 | 730 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 17 | 4 | 417 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 18 | 4 | 417 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 19 | 4 | 234 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 20 | 4 | 130 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 4 | 78 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 22 | 4 | 26 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 4 | 26 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 4 | 26 | 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) | 16.9 |
| 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 | 10 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 2617 |
| 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 14: Lot 6 access

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, N |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|---|
| | E | W | S | N |
| 1 | 44 | 10 | 10 | 0 |
| 2 | 43 | 10 | 10 | 0 |
| 3 | 42 | 10 | 10 | 0 |
| 4 | 39 | 9 | 9 | 0 |
| 5 | 35 | 8 | 8 | 0 |
| 6 | 34 | 8 | 8 | 0 |
| 7 | 34 | 8 | 8 | 0 |
| 8 | 31 | 7 | 7 | 0 |
| 9 | 30 | 7 | 7 | 0 |
| 10 | 30 | 7 | 7 | 0 |
| 11 | 26 | 6 | 6 | 0 |
| 12 | 24 | 6 | 6 | 0 |
| 13 | 24 | 5 | 5 | 0 |
| 14 | 18 | 4 | 4 | 0 |
| 15 | 18 | 4 | 4 | 0 |
| 16 | 12 | 3 | 3 | 0 |
| 17 | 7 | 2 | 2 | 0 |
| 18 | 7 | 2 | 2 | 0 |
| 19 | 4 | 1 | 1 | 0 |
| 20 | 2 | 1 | 1 | 0 |
| 21 | 1 | 0 | 0 | 0 |
| 22 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 |
| 24 | 0 | 0 | 0 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 54 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 53 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 52 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 48 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 43 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 42 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 42 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 38 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 37 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 37 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 32 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 30 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 29 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 22 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 22 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 15 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 9 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 9 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 5 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 3 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 1 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 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 | N |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 8.7 | 9 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:01 | 0:00 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 10 | 0 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 64 | 64 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Signal Warrants Report For Intersection 15: Lot 1 access

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 | N, S |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|---|
| | E | W | N | S |
| 1 | 102 | 24 | 93 | 0 |
| 2 | 99 | 23 | 90 | 0 |
| 3 | 97 | 23 | 88 | 0 |
| 4 | 91 | 21 | 83 | 0 |
| 5 | 81 | 19 | 73 | 0 |
| 6 | 80 | 19 | 73 | 0 |
| 7 | 79 | 18 | 72 | 0 |
| 8 | 71 | 17 | 65 | 0 |
| 9 | 70 | 17 | 64 | 0 |
| 10 | 69 | 16 | 63 | 0 |
| 11 | 60 | 14 | 55 | 0 |
| 12 | 56 | 13 | 51 | 0 |
| 13 | 55 | 13 | 50 | 0 |
| 14 | 41 | 10 | 37 | 0 |
| 15 | 41 | 10 | 37 | 0 |
| 16 | 29 | 7 | 26 | 0 |
| 17 | 16 | 4 | 15 | 0 |
| 18 | 16 | 4 | 15 | 0 |
| 19 | 9 | 2 | 8 | 0 |
| 20 | 5 | 1 | 5 | 0 |
| 21 | 3 | 1 | 3 | 0 |
| 22 | 1 | 0 | 1 | 0 |
| 23 | 1 | 0 | 1 | 0 |
| 24 | 1 | 0 | 1 | 0 |

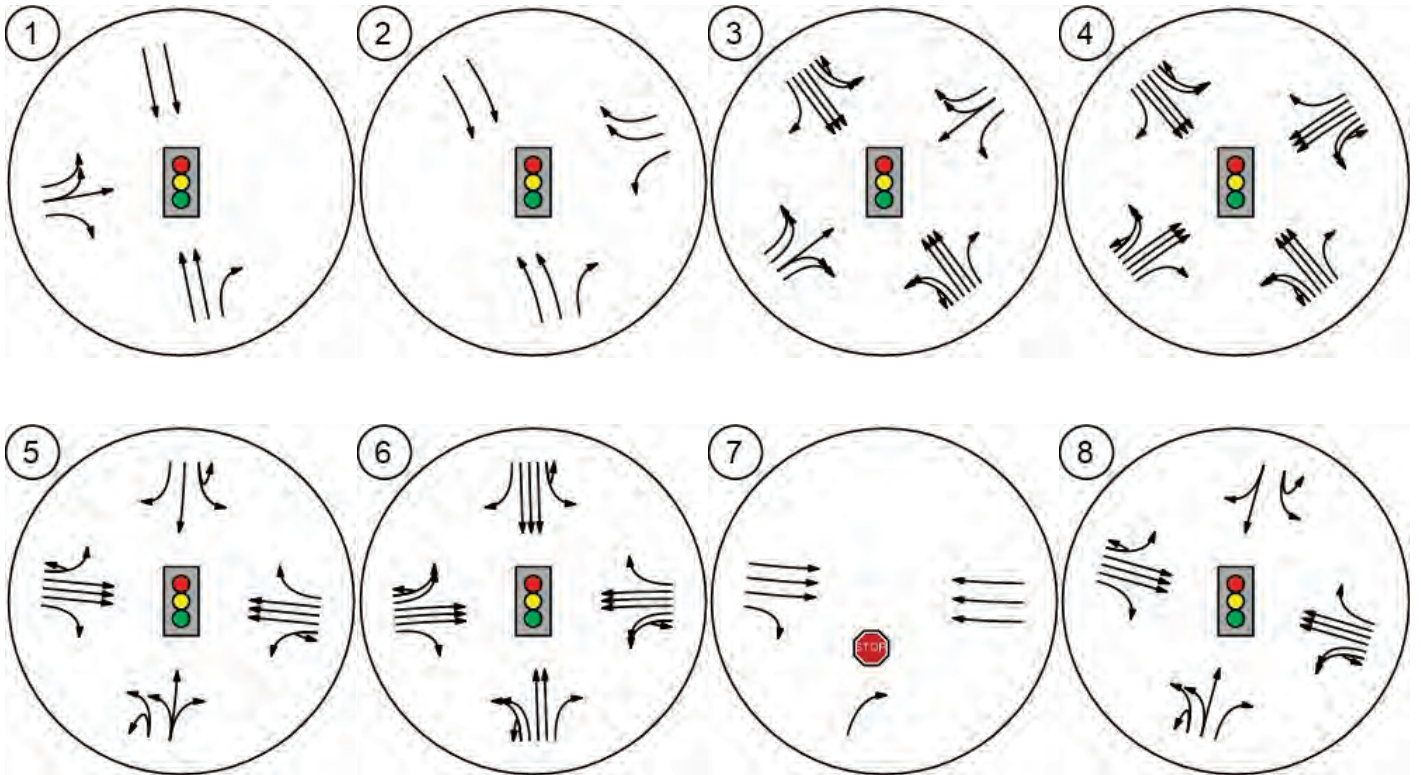
Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 126 | 1 | 93 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 122 | 1 | 90 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 120 | 1 | 88 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 112 | 1 | 83 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 100 | 1 | 73 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 99 | 1 | 73 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 97 | 1 | 72 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 88 | 1 | 65 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 87 | 1 | 64 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 85 | 1 | 63 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 74 | 1 | 55 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 69 | 1 | 51 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 68 | 1 | 50 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 51 | 1 | 37 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 51 | 1 | 37 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 36 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 20 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 20 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 11 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 6 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 4 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| Hours Met | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

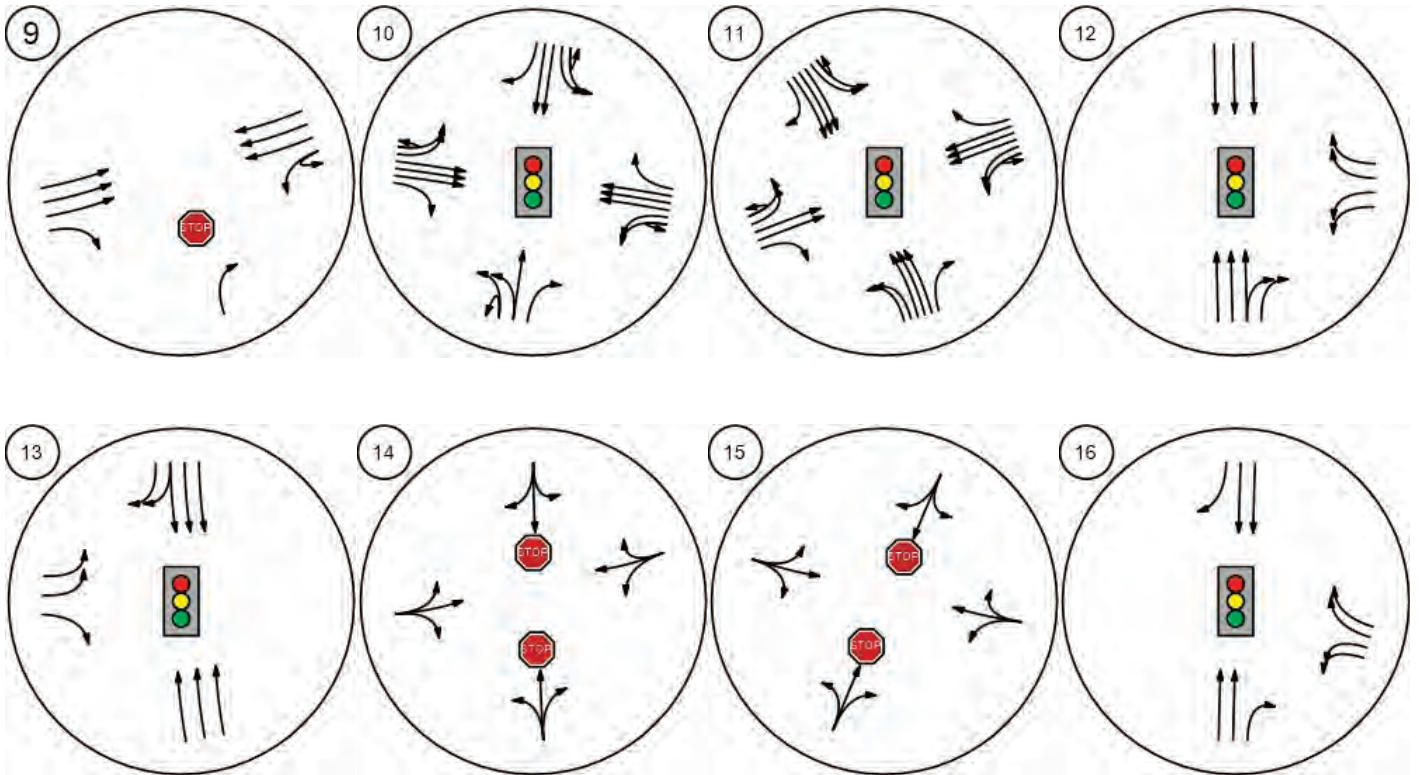
Warrant 3 Condition A

| Orientation | N | S |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 9.6 | 9.2 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:14 | 0:00 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 93 | 0 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 219 | 219 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

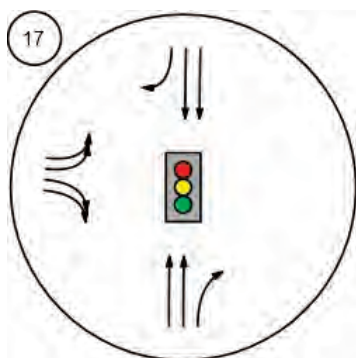
Lane Configuration and Traffic Control



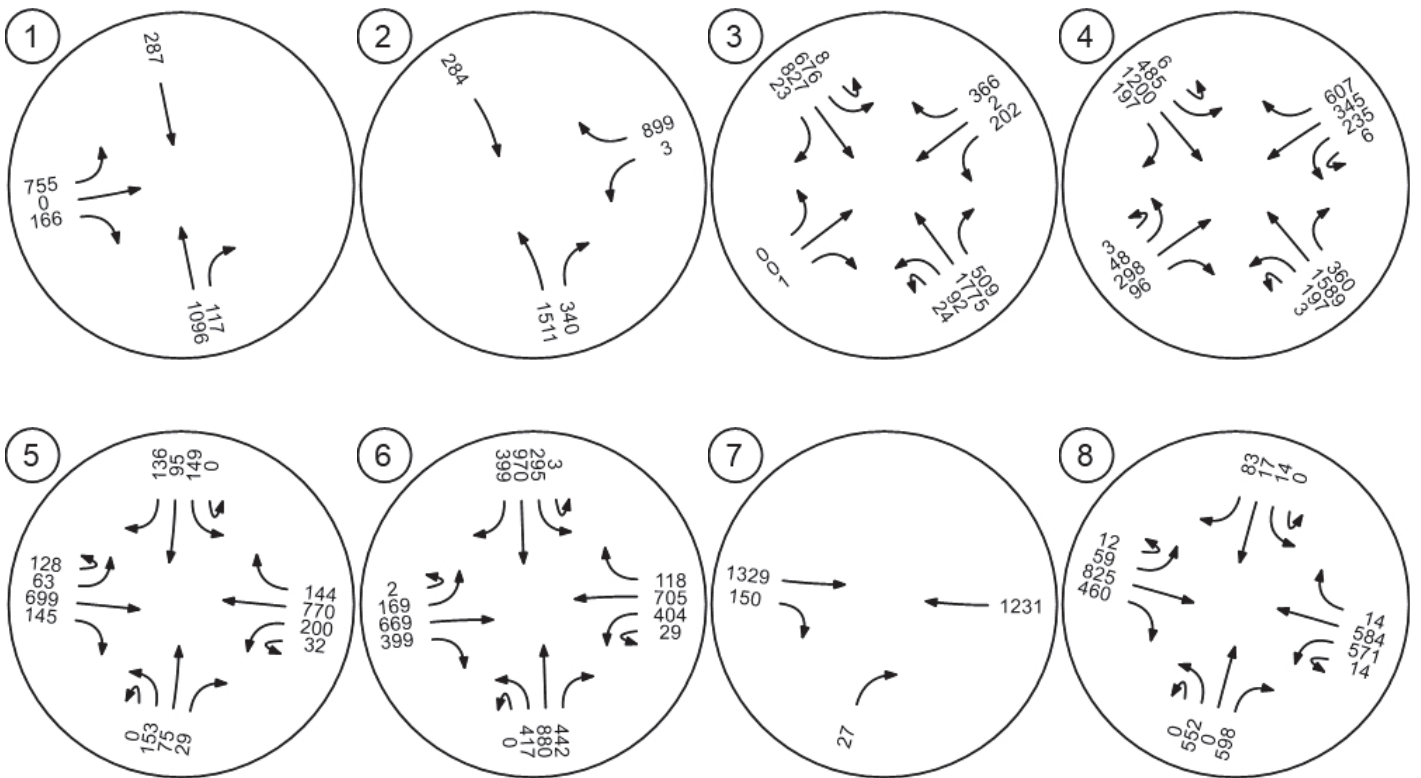
Lane Configuration and Traffic Control



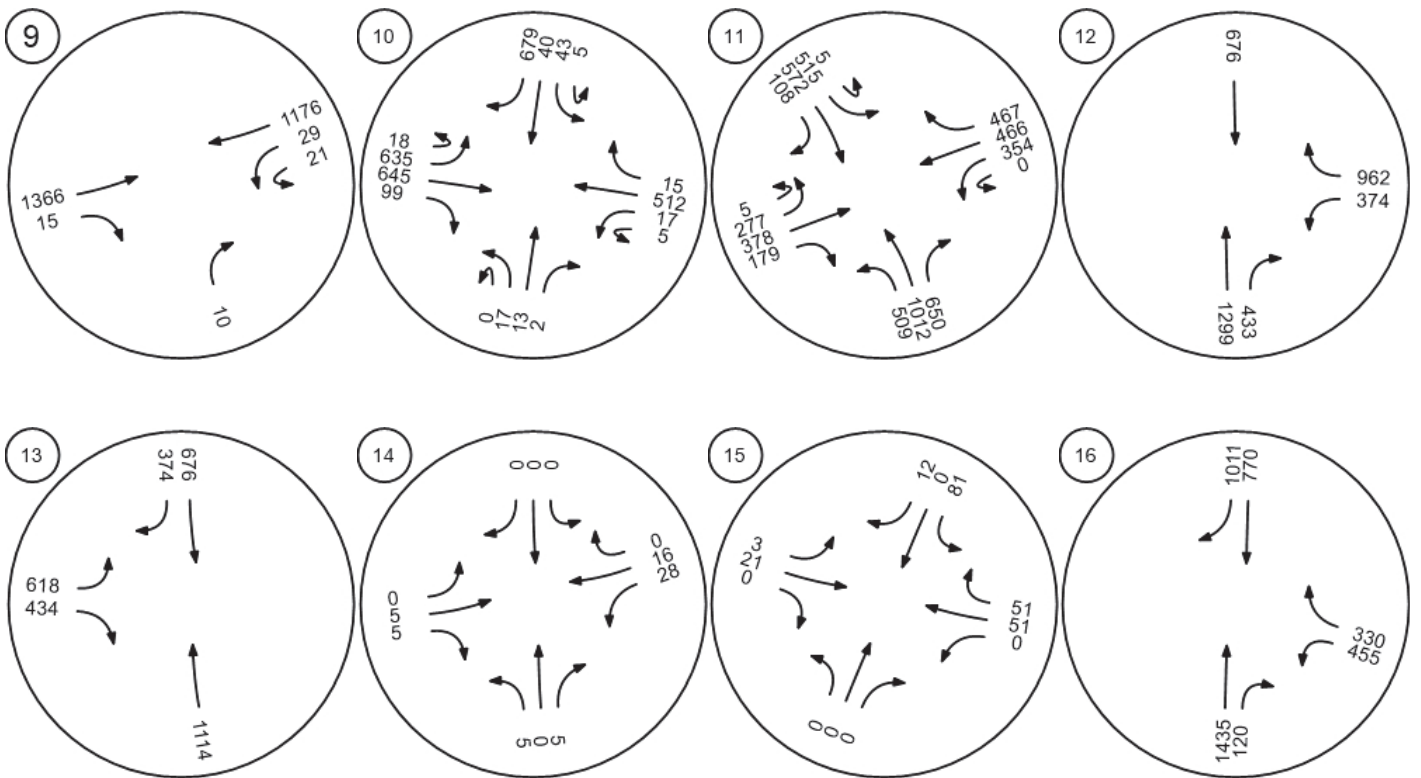
Lane Configuration and Traffic Control



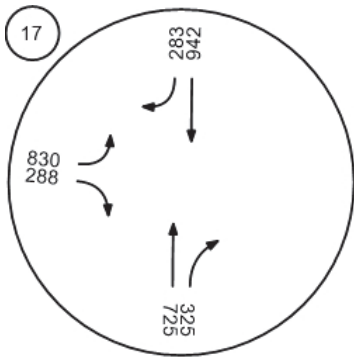
Traffic Volume - Base Volume



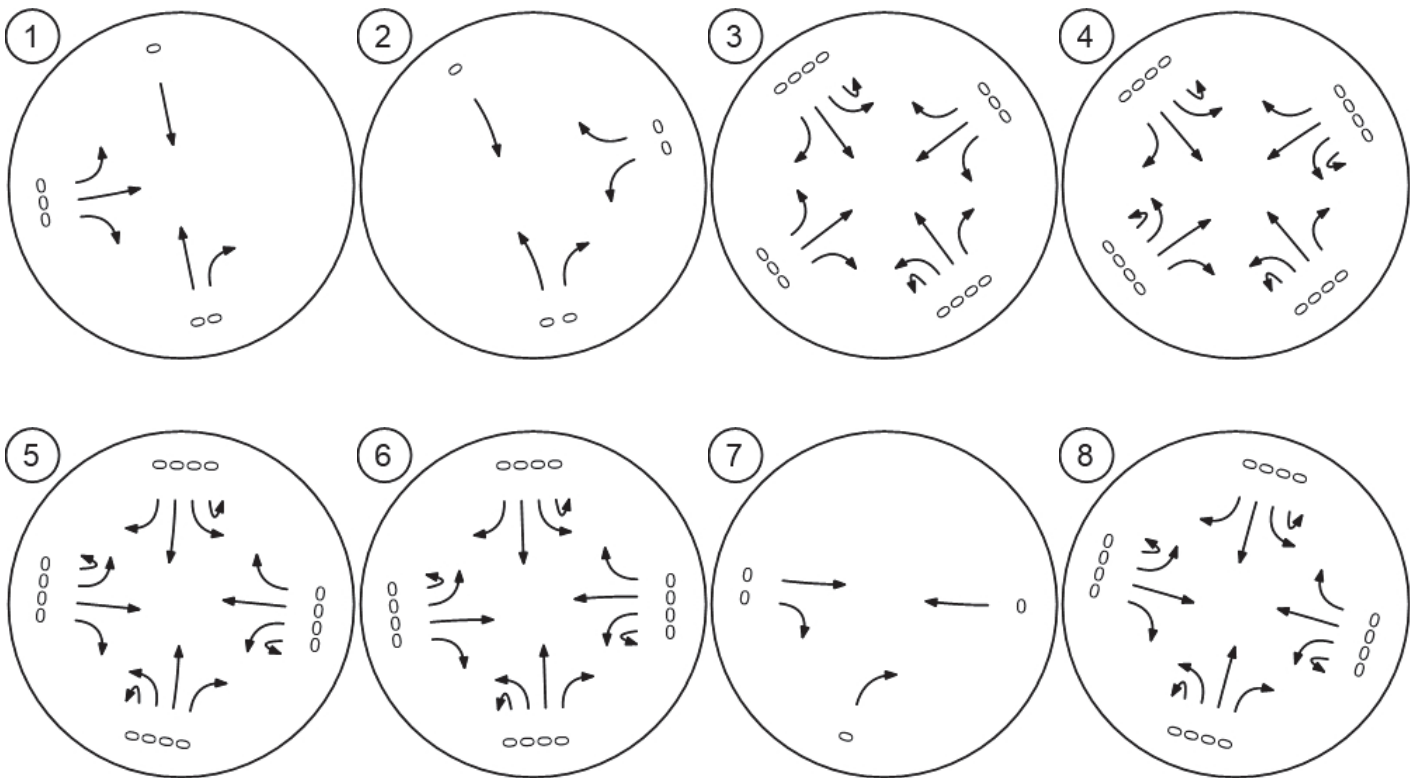
Traffic Volume - Base Volume



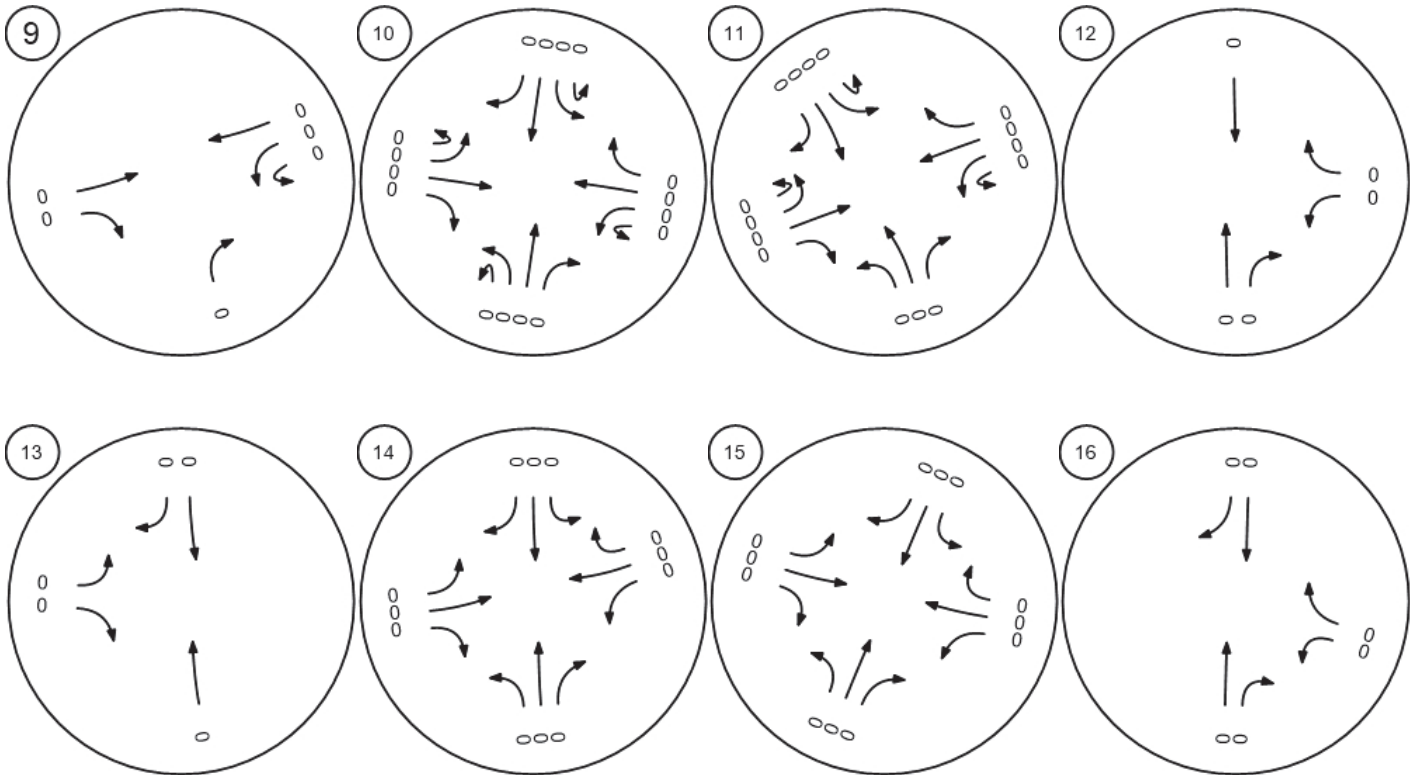
Traffic Volume - Base Volume



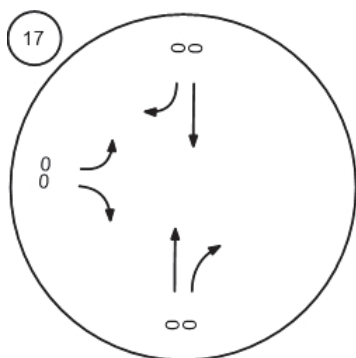
Traffic Volume - Net New Site Trips



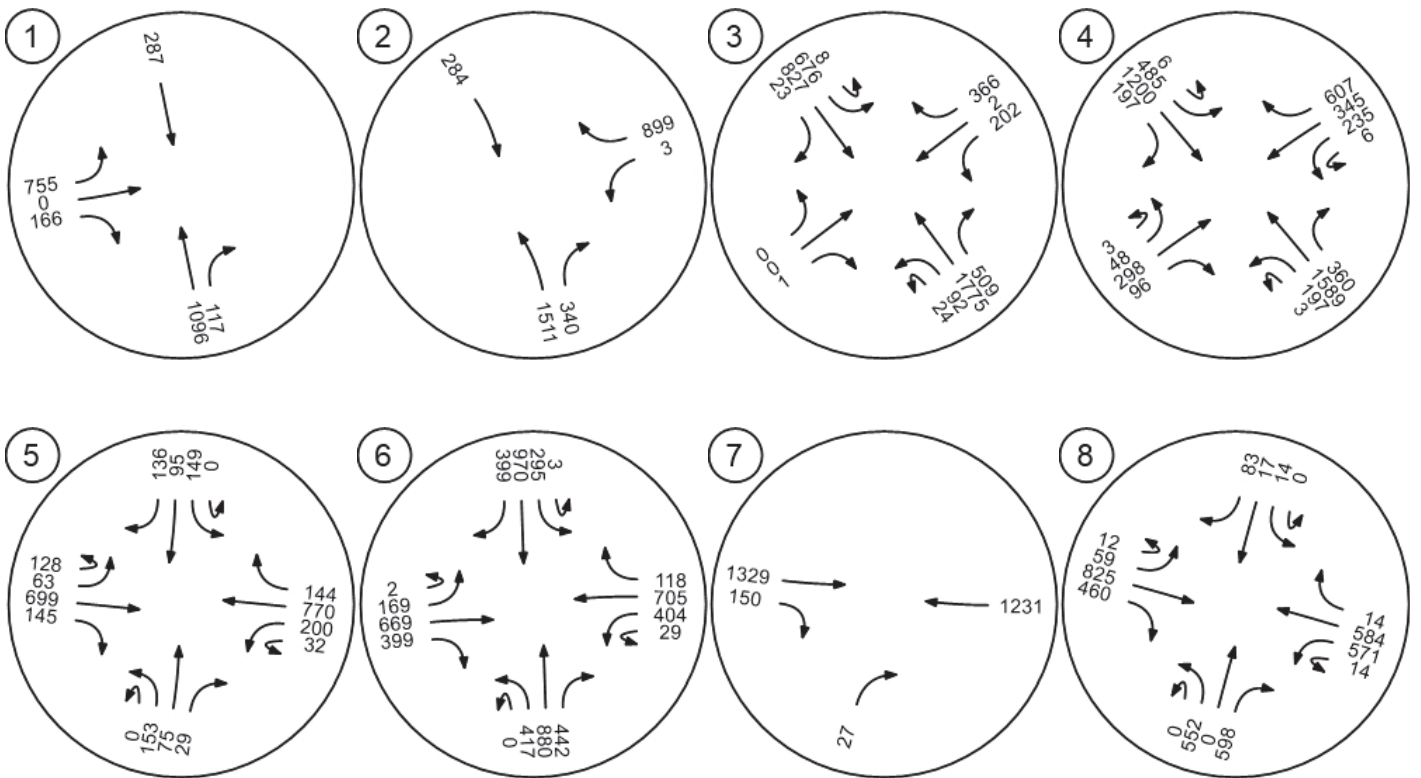
Traffic Volume - Net New Site Trips



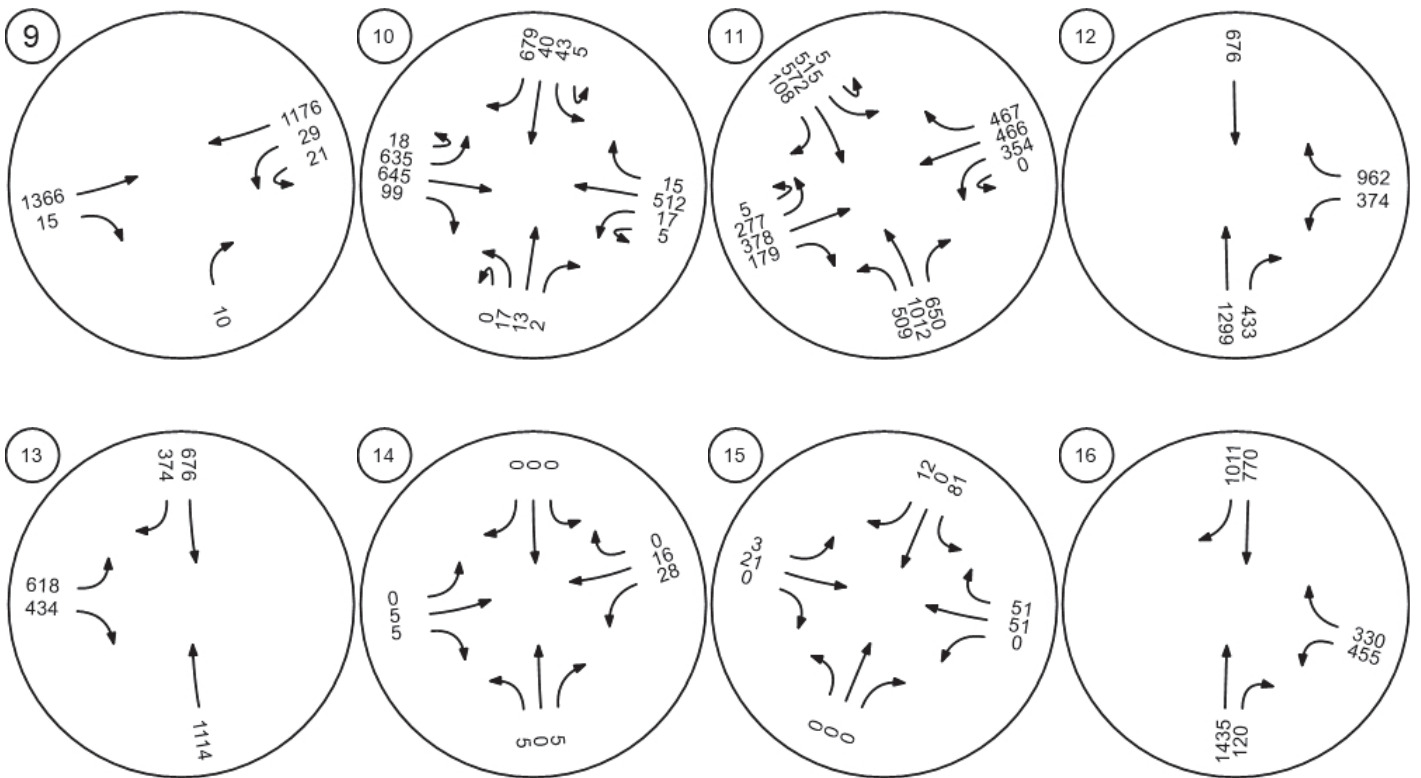
Traffic Volume - Net New Site Trips



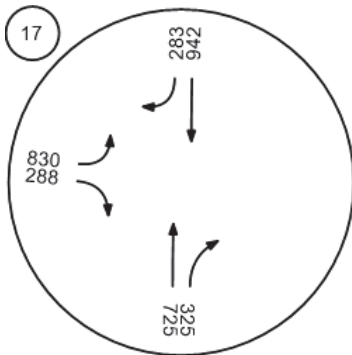
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 6 2035 PM

Report File: Z:\...\2035 PM No Proj Vistro Report.pdf

12/4/2021

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|-------------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Prairie City/US 50 EB | Signalized | HCM 6th Edition | NB Right | 0.827 | 9.5 | A |
| 2 | Prairie City/US 50 WB | Signalized | HCM 6th Edition | WB Right | 0.834 | 8.4 | A |
| 3 | Prairie City/American Aggregates Rd | Signalized | HCM 6th Edition | NB U-T | 0.559 | 29.5 | C |
| 4 | Prairie City/Iron Point | Signalized | HCM 6th Edition | EB Left | 0.664 | 38.0 | D |
| 5 | Iron Point/Grover | Signalized | HCM 6th Edition | WB Left | 0.538 | 38.9 | D |
| 6 | Iron Pt/Oak Ave Pkwy | Signalized | HCM 6th Edition | SB Left | 0.911 | 52.3 | D |
| 7 | Iron Pt/ W Kaiser access | Two-way stop | HCM 6th Edition | NB Right | 0.161 | 21.5 | C |
| 8 | Iron Pt/Rowberry | Signalized | HCM 6th Edition | EB Left | 0.804 | 32.7 | C |
| 9 | Iron Pt/Safe Credit Union access | Two-way stop | HCM 6th Edition | WB Left | 0.039 | 29.6 | D |
| 10 | Iron Pt/Broadstone | Signalized | HCM 6th Edition | WB U-T | 0.595 | 24.3 | C |
| 11 | Iron Pt/E Bidwell | Signalized | HCM 6th Edition | NB Left | 0.967 | 54.5 | D |
| 12 | E Bidwell/WB 50 | Signalized | HCM 6th Edition | WB Right | 0.787 | 21.2 | C |
| 13 | E Bidwell/EB 50 | Signalized | HCM 6th Edition | EB Right | 0.806 | 11.8 | B |
| 14 | Lot 6 access | Two-way stop | HCM 6th Edition | NB Left | 0.013 | 8.8 | A |
| 15 | Lot 1 access | Two-way stop | HCM 6th Edition | SB Left | 0.087 | 9.3 | A |
| 16 | Oak Ave Pkwy/WB 50 | Signalized | HCM 6th Edition | SB Right | 1.078 | 22.7 | C |
| 17 | Oak Ave Pkwy/EB 50 | Signalized | HCM 6th Edition | SB Right | 0.941 | 20.4 | C |

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

**Intersection Level Of Service Report
Intersection 1: Prairie City/US 50 EB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 9.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.827 |

Intersection Setup

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\| |  |  | \| \| \| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 50.00 | 100.0 | 100.0 | 100.0 | 470.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 87 | 452 | 0 | 817 | 0 | 823 | 41 | 122 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 72 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 87 | 380 | 0 | 817 | 0 | 823 | 41 | 93 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.950 | 0.950 | 1.000 | 0.950 | 1.000 | 0.950 | 0.950 | 0.950 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 23 | 100 | 0 | 215 | 0 | 217 | 11 | 24 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 92 | 400 | 0 | 860 | 0 | 866 | 43 | 98 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 65 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Split | Split | Split | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | Yes | | | Yes | | | No | | | | |
| Maximum Recall | | No | | | No | | | No | | | | |
| Pedestrian Recall | | No | | | No | | | No | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | C | R | C | L | C | R |
|---|------|------|------|------|------|------|
| C, Cycle Length [s] | 31 | 31 | 31 | 31 | 31 | 31 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 10 | 10 | 10 | 10 | 10 | 10 |
| g / C, Green / Cycle | 0.32 | 0.32 | 0.32 | 0.34 | 0.34 | 0.34 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.25 | 0.24 | 0.25 | 0.25 | 0.06 |
| s, saturation flow rate [veh/h] | 3589 | 1602 | 3589 | 1795 | 1803 | 1602 |
| c, Capacity [veh/h] | 1168 | 522 | 1168 | 616 | 619 | 550 |
| d1, Uniform Delay [s] | 7.19 | 9.33 | 9.21 | 8.89 | 8.88 | 7.07 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.01 | 0.90 | 0.34 | 0.66 | 0.64 | 0.06 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.08 | 0.77 | 0.74 | 0.74 | 0.73 | 0.18 |
| d, Delay for Lane Group [s/veh] | 7.20 | 10.23 | 9.55 | 9.55 | 9.52 | 7.13 |
| Lane Group LOS | A | B | A | A | A | A |
| Critical Lane Group | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 0.14 | 1.65 | 1.67 | 1.76 | 1.76 | 0.29 |
| 50th-Percentile Queue Length [ft/ln] | 3.41 | 41.34 | 41.78 | 44.00 | 43.89 | 7.28 |
| 95th-Percentile Queue Length [veh/ln] | 0.25 | 2.98 | 3.01 | 3.17 | 3.16 | 0.52 |
| 95th-Percentile Queue Length [ft/ln] | 6.15 | 74.42 | 75.20 | 79.20 | 79.00 | 13.11 |

Movement, Approach, & Intersection Results

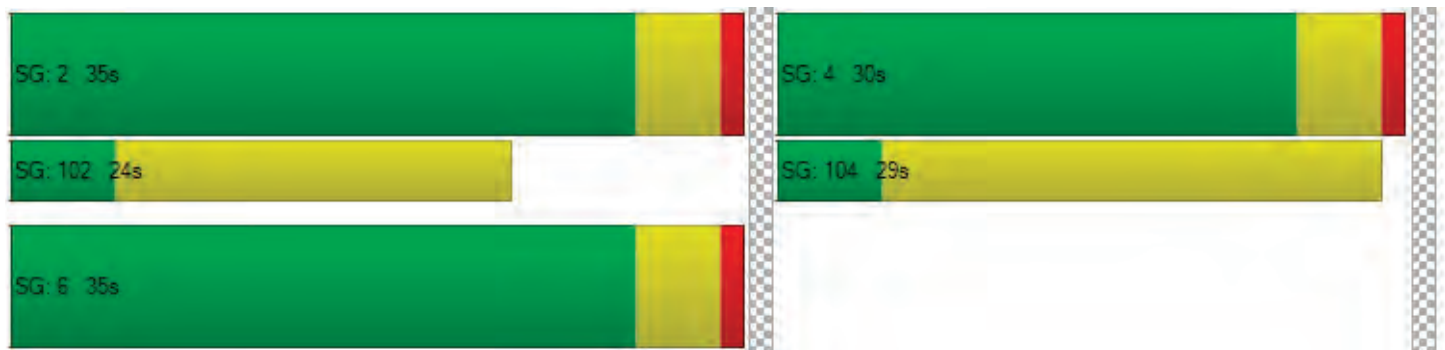
| | | | | | | | | | | | | |
|---------------------------------|-------|------|-------|------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 7.20 | 10.23 | 0.00 | 9.55 | 0.00 | 9.54 | 9.52 | 7.13 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | B | | A | | A | A | A | | | |
| d_A, Approach Delay [s/veh] | 9.67 | | 9.55 | | 9.30 | | 0.00 | | | | | |
| Approach LOS | A | | A | | A | | A | | | | | |
| d_I, Intersection Delay [s/veh] | 9.47 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.827 | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | 0.0 | 0.0 | 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] | 7.62 | 0.00 | 0.00 | 7.62 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.643 | 0.000 | 0.000 | 1.864 |
| Crosswalk LOS | B | F | F | 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] | 1954 | 1954 | 1628 | 0 |
| d_b, Bicycle Delay [s] | 0.01 | 0.01 | 0.53 | 15.30 |
| I_b,int, Bicycle LOS Score for Intersection | 2.025 | 2.269 | 3.269 | 4.132 |
| Bicycle LOS | B | B | C | D |

Sequence

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



**Intersection Level Of Service Report
Intersection 2: Prairie City/US 50 WB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 8.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.834 |

Intersection Setup

| Name | Prairie City | | Prairie City | | WB 50 off | |
|------------------------------|--------------|--------|--------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↑↑↔ | | ↑↑ | | ↔↔↔ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 400.00 | 100.00 | 100.00 | 600.00 | 600.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Prairie City | | Prairie City | | WB 50 off | |
|--|--------------|--------|--------------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 776 | 134 | 0 | 805 | 12 | 604 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 121 |
| Total Hourly Volume [veh/h] | 776 | 134 | 0 | 805 | 12 | 483 |
| Peak Hour Factor | 0.8800 | 0.9400 | 1.0000 | 0.8800 | 0.9400 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 220 | 36 | 0 | 229 | 3 | 137 |
| Total Analysis Volume [veh/h] | 882 | 143 | 0 | 915 | 13 | 549 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Unsignalized | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|--------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 6 | 0 | 0 | 6 | 6 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 50 | 0 |
| Amber [s] | 4.1 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 56 | 0 |
| Vehicle Extension [s] | 1.5 | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 20 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.1 | 0.0 | 0.0 | 3.1 | 3.1 | 0.0 |
| Minimum Recall | Yes | | | Yes | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | L | R |
|---|------|------|------|------|
| C, Cycle Length [s] | 26 | 26 | 26 | 26 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 9 | 9 | 7 | 7 |
| g / C, Green / Cycle | 0.34 | 0.34 | 0.28 | 0.28 |
| (v / s)_i Volume / Saturation Flow Rate | 0.25 | 0.26 | 0.01 | 0.20 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 1795 | 2791 |
| c, Capacity [veh/h] | 1202 | 1202 | 497 | 772 |
| d1, Uniform Delay [s] | 7.72 | 7.82 | 7.02 | 8.68 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.33 | 0.38 | 0.01 | 0.46 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | |
|---------------------------------------|-------|-------|------|-------|
| X, volume / capacity | 0.73 | 0.76 | 0.03 | 0.71 |
| d, Delay for Lane Group [s/veh] | 8.05 | 8.20 | 7.03 | 9.13 |
| Lane Group LOS | A | A | A | A |
| Critical Lane Group | No | Yes | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 1.22 | 1.28 | 0.03 | 0.88 |
| 50th-Percentile Queue Length [ft/ln] | 30.40 | 32.08 | 0.83 | 22.10 |
| 95th-Percentile Queue Length [veh/ln] | 2.19 | 2.31 | 0.06 | 1.59 |
| 95th-Percentile Queue Length [ft/ln] | 54.71 | 57.74 | 1.49 | 39.77 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 8.05 | 0.00 | 0.00 | 8.20 | 7.03 | 9.13 |
| Movement LOS | A | | | A | A | A |
| d_A, Approach Delay [s/veh] | 8.05 | | 8.20 | | 9.08 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 8.36 | | | | | |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.834 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 4.52 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 2.388 |
| Crosswalk LOS | F | F | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 3846 | 3846 | 3846 |
| d_b, Bicycle Delay [s] | 11.27 | 11.27 | 11.27 |
| I_b,int, Bicycle LOS Score for Intersection | 2.287 | 2.314 | 1.560 |
| Bicycle LOS | B | B | A |

Sequence

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



Intersection Level Of Service Report
Intersection 3: Prairie City/American Aggregates Rd

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 29.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.559 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100 | 100 | 100 | 100 | 400 | 100 | 100 | 100 | 100.0 | 100.0 | 100.0 | 130.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | | No | | | | No | | | No | | |
| Crosswalk | No | | | | Yes | | | | Yes | | | Yes | | |

Volumes

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|--|--------------|------|------|------|--------------|------|------|------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 46 | 20 | 120 | 107 | 5 | 147 | 109 | 7 | 44 | 9 | 119 | 202 | 2 | 238 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 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 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 0 | 0 | 69 |
| Total Hourly Volume [veh/h] | 46 | 20 | 120 | 83 | 5 | 147 | 109 | 7 | 44 | 9 | 0 | 202 | 2 | 169 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.78 | 0.78 | 0.81 | 0.78 | 0.780 | 0.780 | 0.810 | 0.810 | 0.780 | 0.780 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 14 | 6 | 373 | 26 | 2 | 47 | 336 | 2 | 14 | 3 | 0 | 62 | 1 | 54 |
| Total Analysis Volume [veh/h] | 57 | 25 | 149 | 102 | 6 | 188 | 134 | 9 | 56 | 12 | 0 | 249 | 3 | 217 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | 51 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 51 | | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 2 | | | | 0 | | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | 2 | | |
| 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] | 164 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Per | Per | Prot | Per | Per | Split | Split | Split | Split | Split | Split |
|------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 0 | 3 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 0 |
| Maximum Green [s] | 0 | 30 | 50 | 0 | 0 | 50 | 50 | 0 | 30 | 24 | 0 | 0 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 3.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 56 | 0 | 0 | 55 | 56 | 0 | 0 | 29 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 2.0 | 5.0 | 0.0 | 3.0 | 2.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 18 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 2.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | | | No | |
| Maximum Recall | | No | No | | | No | No | | | No | | | No | |
| Pedestrian Recall | | 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 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| C, Cycle Length [s] | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.00 | 6.00 | 4.50 | 6.00 | 6.00 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.00 | 4.00 | 2.50 | 4.00 | 4.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 6 | 95 | 95 | 11 | 101 | 101 | 5 | 5 | 5 | 33 | 33 | 33 |
| g / C, Green / Cycle | 0.04 | 0.58 | 0.58 | 0.07 | 0.62 | 0.62 | 0.03 | 0.03 | 0.03 | 0.20 | 0.20 | 0.20 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02 | 0.29 | 0.06 | 0.06 | 0.26 | 0.01 | 0.02 | 0.01 | 0.00 | 0.14 | 0.07 | 0.07 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 1588 | 3486 | 5094 | 1602 | 3486 | 1885 | 1589 | 1781 | 1489 | 1480 |
| c, Capacity [veh/h] | 124 | 2962 | 923 | 242 | 3134 | 986 | 102 | 55 | 47 | 357 | 299 | 297 |
| d1, Uniform Delay [s] | 78.11 | 20.30 | 15.35 | 75.19 | 16.50 | 12.21 | 78.54 | 77.77 | 0.00 | 60.92 | 56.59 | 56.25 |
| k, delay calibration | 0.04 | 0.50 | 0.50 | 0.04 | 0.50 | 0.50 | 0.04 | 0.04 | 0.04 | 0.07 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.26 | 0.61 | 0.24 | 2.32 | 0.43 | 0.02 | 1.69 | 0.72 | 0.00 | 1.62 | 0.28 | 0.28 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| X, volume / capacity | 0.66 | 0.50 | 0.11 | 0.80 | 0.43 | 0.01 | 0.55 | 0.22 | 0.00 | 0.70 | 0.37 | 0.37 |
| d, Delay for Lane Group [s/veh] | 80.37 | 20.92 | 15.59 | 77.51 | 16.93 | 12.22 | 80.23 | 78.49 | 0.00 | 62.53 | 56.87 | 56.54 |
| Lane Group LOS | F | C | B | E | B | B | F | E | A | E | E | E |
| Critical Lane Group | No | Yes | No | Yes | No | No | Yes | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 1.76 | 11.52 | 1.82 | 4.14 | 9.05 | 0.14 | 1.20 | 0.51 | 0.00 | 9.87 | 4.02 | 3.98 |
| 50th-Percentile Queue Length [ft/ln] | 44.07 | 287.9 | 45.60 | 103.4 | 226.1 | 3.43 | 30.02 | 12.76 | 0.00 | 246.7 | 100.3 | 99.39 |
| 95th-Percentile Queue Length [veh/ln] | 3.17 | 17.08 | 3.28 | 7.45 | 13.98 | 0.25 | 2.16 | 0.92 | 0.00 | 15.02 | 7.23 | 7.16 |
| 95th-Percentile Queue Length [ft/ln] | 79.33 | 427.0 | 82.08 | 186.1 | 349.4 | 6.17 | 54.03 | 22.97 | 0.00 | 375.4 | 180.6 | 178.9 |

Movement, Approach, & Intersection Results

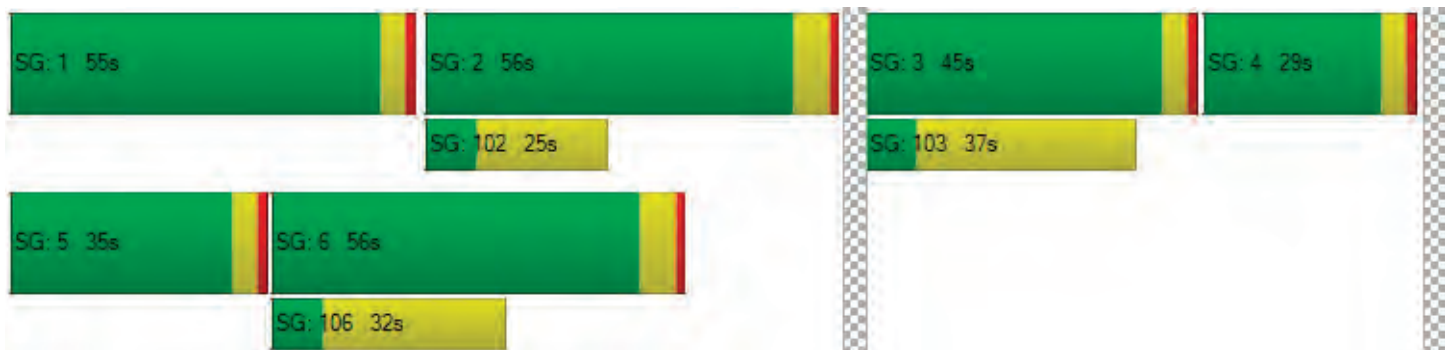
| | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 80.3 | 80.3 | 20.9 | 15.5 | 77.5 | 77.5 | 16.9 | 12.2 | 80.23 | 78.49 | 39.25 | 62.53 | 56.87 | 56.70 |
| Movement LOS | F | F | C | B | E | E | B | B | F | E | D | E | E | E |
| d_A, Approach Delay [s/veh] | 23.50 | | | 24.49 | | | 79.92 | | | 59.80 | | | | |
| Approach LOS | C | | | C | | | E | | | E | | | | |
| d_I, Intersection Delay [s/veh] | 29.46 | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | |
| Intersection V/C | 0.559 | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 71.38 | 71.38 | 71.38 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.325 | 2.687 | 2.595 |
| Crosswalk LOS | F | C | B | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 610 | 610 | 299 | 494 |
| d_b, Bicycle Delay [s] | 39.63 | 39.63 | 59.34 | 46.51 |
| I_b,int, Bicycle LOS Score for Intersection | 2.462 | 2.308 | 1.868 | 2.447 |
| Bicycle LOS | B | B | A | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 38.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.664 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 160 | 109 | 236 | 15 | 655 | 104 | 119 | 1 | 85 | 210 | 78 | 14 | 116 | 251 | 498 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 160 | 109 | 236 | 15 | 655 | 104 | 119 | 1 | 85 | 210 | 78 | 14 | 116 | 251 | 498 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 48 | 326 | 70 | 4 | 195 | 312 | 35 | 0 | 25 | 63 | 23 | 4 | 35 | 75 | 148 |
| Total Analysis Volume [veh/h] | 4 | 190 | 130 | 281 | 18 | 780 | 124 | 142 | 1 | 101 | 250 | 93 | 17 | 138 | 299 | 593 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 74 | | | | 0 | | | | 1 | | | | 54 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 1 | | | | 54 | | | | 74 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 58 | | | | 2 | | | | 134 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 134 | | | | 2 | | | | 58 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 35 | 59 | 0 | 0 | 35 | 59 | 0 | 0 | 25 | 40 | 0 | 0 | 35 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 40 | 65 | 0 | 0 | 40 | 65 | 0 | 0 | 30 | 40 | 0 | 0 | 40 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 9 | 35 | 30 | 55 | 5 | 28 | 7 | 30 |
| g / C, Green / Cycle | 0.07 | 0.29 | 0.25 | 0.46 | 0.05 | 0.23 | 0.06 | 0.25 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.25 | 0.23 | 0.24 | 0.03 | 0.05 | 0.04 | 0.06 |
| s, saturation flow rate [veh/h] | 3486 | 5135 | 3486 | 5135 | 3486 | 5135 | 3486 | 5135 |
| c, Capacity [veh/h] | 259 | 1486 | 870 | 2365 | 158 | 1195 | 217 | 1283 |
| d1, Uniform Delay [s] | 54.68 | 40.77 | 44.01 | 23.14 | 56.57 | 37.28 | 55.43 | 36.00 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.65 | 0.69 | 1.76 | 0.07 | 1.66 | 0.03 | 1.63 | 0.03 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|-------|--------|--------|
| X, volume / capacity | 0.75 | 0.88 | 0.92 | 0.53 | 0.65 | 0.21 | 0.71 | 0.23 |
| d, Delay for Lane Group [s/veh] | 56.33 | 41.46 | 45.77 | 23.21 | 58.23 | 37.31 | 57.06 | 36.03 |
| Lane Group LOS | E | D | D | C | E | D | E | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 2.94 | 12.25 | 11.71 | 8.32 | 1.56 | 2.00 | 2.36 | 2.35 |
| 50th-Percentile Queue Length [ft/ln] | 73.56 | 306.32 | 292.65 | 208.09 | 39.04 | 49.94 | 58.94 | 58.82 |
| 95th-Percentile Queue Length [veh/ln] | 5.30 | 17.99 | 17.32 | 13.05 | 2.81 | 3.60 | 4.24 | 4.23 |
| 95th-Percentile Queue Length [ft/ln] | 132.41 | 449.84 | 432.92 | 326.37 | 70.28 | 89.90 | 106.10 | 105.87 |

Movement, Approach, & Intersection Results

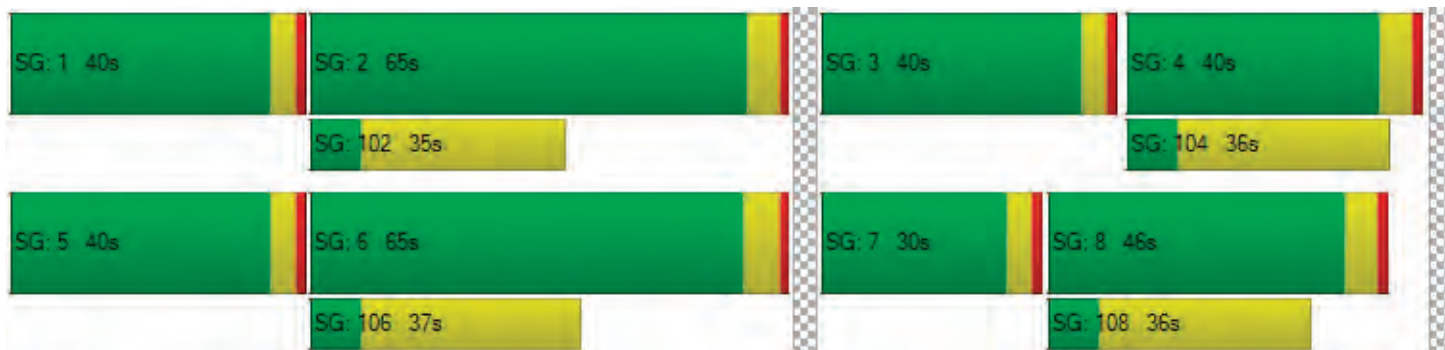
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 56.3 | 56.3 | 41.4 | 0.00 | 45.7 | 45.7 | 23.2 | 0.00 | 58.2 | 58.2 | 37.3 | 0.00 | 57.0 | 57.0 | 36.0 | 0.00 |
| Movement LOS | E | E | D | | D | D | C | | E | E | D | | E | E | D | |
| d_A, Approach Delay [s/veh] | 43.38 | | | | 32.02 | | | | 43.37 | | | | 43.21 | | | |
| Approach LOS | D | | | | C | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 38.02 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.664 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 109.81 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 49.68 | 49.68 | 49.68 | 49.68 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.261 | 3.237 | 3.062 | 3.125 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 989 | 981 | 573 | 673 |
| d_b, Bicycle Delay [s] | 15.38 | 15.64 | 30.62 | 26.49 |
| I_b,int, Bicycle LOS Score for Intersection | 2.381 | 2.255 | 1.698 | 1.733 |
| 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 5: Iron Point/Grover**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 38.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.538 |

Intersection Setup

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | | | | | | | | | | | | | | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 100. | 100. | 100. | 200. | 200. | 100. | 100. | 230. | 210. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | No | | | |

Volumes

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|--------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 105 | 50 | 28 | 0 | 136 | 36 | 67 | 92 | 99 | 975 | 42 | 29 | 48 | 648 | 110 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 25 |
| Total Hourly Volume [veh/h] | 0 | 105 | 50 | 20 | 0 | 136 | 36 | 45 | 92 | 99 | 975 | 28 | 29 | 48 | 648 | 85 |
| Peak Hour Factor | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 34 | 16 | 6 | 0 | 44 | 12 | 15 | 30 | 32 | 317 | 9 | 9 | 16 | 210 | 28 |
| Total Analysis Volume [veh/h] | 0 | 136 | 65 | 26 | 0 | 177 | 47 | 58 | 119 | 129 | 126 | 36 | 38 | 62 | 842 | 110 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 16 | | | | 411 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 411 | | | | 16 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 7 | | | | 338 | | | | 28 | | | | 25 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 28 | | | | 25 | | | | 7 | | | | 338 | | | |
| 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 | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 0 | 0 | 3 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 30 | 69 | 0 | 0 | 30 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 15 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|----|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 27 |
| Pedestrian Clearance [s] | 30 |

Lane Group Calculations

| Lane Group | L | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 10 | 10 | 40 | 40 | 40 | 19 | 45 | 45 | 9 | 35 | 35 |
| g / C, Green / Cycle | 0.08 | 0.08 | 0.33 | 0.33 | 0.33 | 0.15 | 0.37 | 0.37 | 0.07 | 0.28 | 0.28 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.06 | 0.10 | 0.03 | 0.05 | 0.14 | 0.25 | 0.02 | 0.06 | 0.17 | 0.11 |
| s, saturation flow rate [veh/h] | 1781 | 1780 | 1781 | 1870 | 1083 | 1781 | 5094 | 1514 | 1781 | 5094 | 986 |
| c, Capacity [veh/h] | 144 | 144 | 581 | 610 | 353 | 276 | 1881 | 559 | 125 | 1450 | 281 |
| d1, Uniform Delay [s] | 55.29 | 55.29 | 30.88 | 28.53 | 28.87 | 50.87 | 32.45 | 24.95 | 56.15 | 37.58 | 33.70 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.06 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 3.57 | 3.57 | 0.11 | 0.02 | 0.08 | 6.48 | 0.73 | 0.08 | 4.42 | 0.64 | 1.53 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.79 | 0.79 | 0.30 | 0.08 | 0.16 | 0.90 | 0.67 | 0.06 | 0.80 | 0.58 | 0.39 |
| d, Delay for Lane Group [s/veh] | 58.86 | 58.86 | 30.99 | 28.55 | 28.95 | 57.35 | 33.18 | 25.03 | 60.57 | 38.22 | 35.23 |
| Lane Group LOS | E | E | C | C | C | E | C | C | E | D | D |
| Critical Lane Group | No | Yes | Yes | No | No | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 3.58 | 3.58 | 3.95 | 0.97 | 1.21 | 7.95 | 10.56 | 0.70 | 3.20 | 7.30 | 2.65 |
| 50th-Percentile Queue Length [ft/ln] | 89.58 | 89.56 | 98.76 | 24.20 | 30.31 | 198.7 | 263.9 | 17.42 | 79.97 | 182.4 | 66.34 |
| 95th-Percentile Queue Length [veh/ln] | 6.45 | 6.45 | 7.11 | 1.74 | 2.18 | 12.57 | 15.88 | 1.25 | 5.76 | 11.73 | 4.78 |
| 95th-Percentile Queue Length [ft/ln] | 161.24 | 161.21 | 177.7 | 43.56 | 54.56 | 314.3 | 397.1 | 31.36 | 143.9 | 293.1 | 119.4 |

Movement, Approach, & Intersection Results

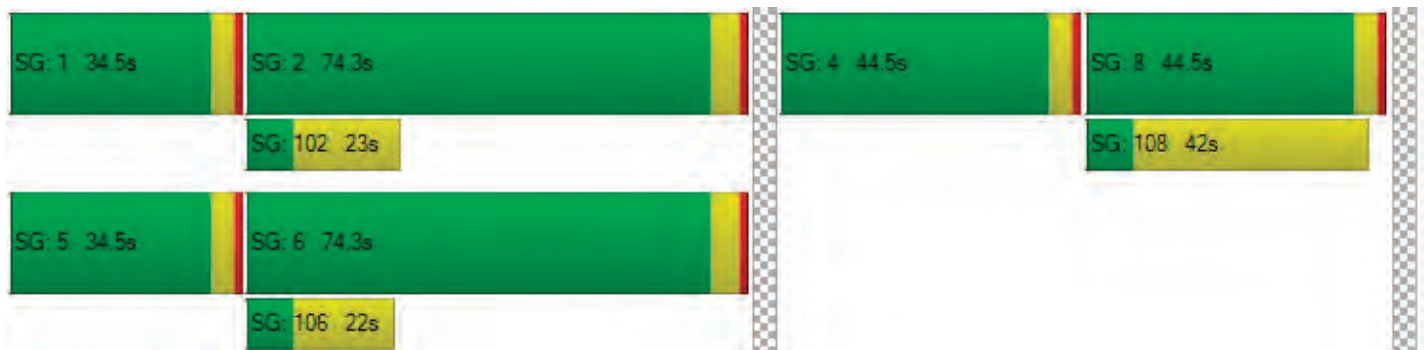
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 58.8 | 58.8 | 58.8 | 58.8 | 30.9 | 30.9 | 28.5 | 28.9 | 57.3 | 57.3 | 33.1 | 25.0 | 60.5 | 60.5 | 38.2 | 35.2 |
| Movement LOS | E | E | E | E | C | C | C | C | E | E | C | C | E | E | D | D |
| d_A, Approach Delay [s/veh] | 58.86 | | | | 30.16 | | | | 36.85 | | | | 40.03 | | | |
| Approach LOS | E | | | | C | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 38.93 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.538 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|--------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 11.0 | | | | 0.0 | | | |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 185.71 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| d_p, Pedestrian Delay [s] | 50.71 | | | | 50.71 | | | | 50.71 | | | | 0.00 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.094 | | | | 2.331 | | | | 3.080 | | | | 0.000 | | | |
| Crosswalk LOS | B | | | | B | | | | C | | | | F | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 653 | | | | 653 | | | | 1127 | | | | 1127 | | | |
| d_b, Bicycle Delay [s] | 27.75 | | | | 27.75 | | | | 11.66 | | | | 11.66 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.723 | | | | 1.769 | | | | 2.349 | | | | 2.131 | | | |
| Bicycle LOS | A | | | | A | | | | B | | | | B | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 6: Iron Pt/Oak Ave Pkwy**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 52.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.911 |

Intersection Setup

| Name | | | | | Oak Ave Pkwy | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 200. | 100. | 100. | 200. | 200. | 100. | 100. | 200. | 200. | 100. | 100. | 100. | 200. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100. | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | | | | | Oak Ave Pkwy | | | | Iron Pt | | | | Iron Pt | | | |
|--|------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 480 | 982 | 564 | 3 | 205 | 113 | 81 | 45 | 286 | 865 | 528 | 9 | 758 | 579 | 256 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 564 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 480 | 982 | 0 | 3 | 205 | 113 | 81 | 45 | 286 | 865 | 528 | 9 | 758 | 579 | 256 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 124 | 253 | 0 | 1 | 53 | 293 | 21 | 12 | 74 | 223 | 136 | 2 | 195 | 149 | 66 |
| Total Analysis Volume [veh/h] | 0 | 495 | 101 | 0 | 3 | 211 | 117 | 84 | 46 | 295 | 892 | 544 | 9 | 781 | 597 | 264 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 140 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 | 0 | 5 | 2 | 0 | 1 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | Lea | Lea | - | - |
| Minimum Green [s] | 0 | 7 | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 7 | 7 | 0 | 7 | 7 | 7 | 0 |
| Maximum Green [s] | 0 | 20 | 40 | 0 | 0 | 20 | 40 | 0 | 0 | 21 | 28 | 0 | 30 | 30 | 37 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 3.5 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 2.0 | 0.0 | 0.0 | 1.0 | 2.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 25 | 46 | 0 | 0 | 25 | 46 | 0 | 0 | 26 | 34 | 0 | 35 | 35 | 43 | 0 |
| Vehicle Extension [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 35 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 32 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.5 | 0.0 | 0.0 | 2.5 | 4.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 2.5 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | Yes | | | No | Yes | |
| 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 7 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.50 | 4.50 | 6.50 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.50 | 2.50 | 4.50 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 20 | 39 | 18 | 37 | 15 | 25 | 30 | 40 |
| g / C, Green / Cycle | 0.15 | 0.29 | 0.13 | 0.28 | 0.11 | 0.19 | 0.23 | 0.30 |
| (v / s)_i Volume / Saturation Flow Rate | 0.14 | 0.28 | 0.12 | 0.23 | 0.10 | 0.17 | 0.23 | 0.12 |
| s, saturation flow rate [veh/h] | 3486 | 3589 | 1795 | 5135 | 3486 | 5135 | 3486 | 5135 |
| c, Capacity [veh/h] | 525 | 1055 | 239 | 1419 | 394 | 969 | 788 | 1550 |
| d1, Uniform Delay [s] | 55.80 | 46.06 | 56.65 | 45.02 | 57.89 | 52.86 | 51.37 | 36.61 |
| k, delay calibration | 0.04 | 0.04 | 0.23 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 3.89 | 2.77 | 20.58 | 0.48 | 2.28 | 1.64 | 9.69 | 0.06 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| X, volume / capacity | 0.94 | 0.96 | 0.90 | 0.83 | 0.87 | 0.92 | 1.00 | 0.39 |
| d, Delay for Lane Group [s/veh] | 59.69 | 48.83 | 77.22 | 45.50 | 60.17 | 54.50 | 61.06 | 36.67 |
| Lane Group LOS | E | D | E | D | E | D | F | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 8.47 | 16.70 | 8.42 | 12.09 | 5.76 | 9.86 | 14.10 | 5.15 |
| 50th-Percentile Queue Length [ft/ln] | 211.87 | 417.53 | 210.60 | 302.25 | 143.88 | 246.59 | 352.48 | 128.70 |
| 95th-Percentile Queue Length [veh/ln] | 13.25 | 23.40 | 13.18 | 17.79 | 9.69 | 15.01 | 20.29 | 8.87 |
| 95th-Percentile Queue Length [ft/ln] | 331.22 | 585.08 | 329.60 | 444.81 | 242.24 | 375.36 | 507.19 | 221.72 |

Movement, Approach, & Intersection Results

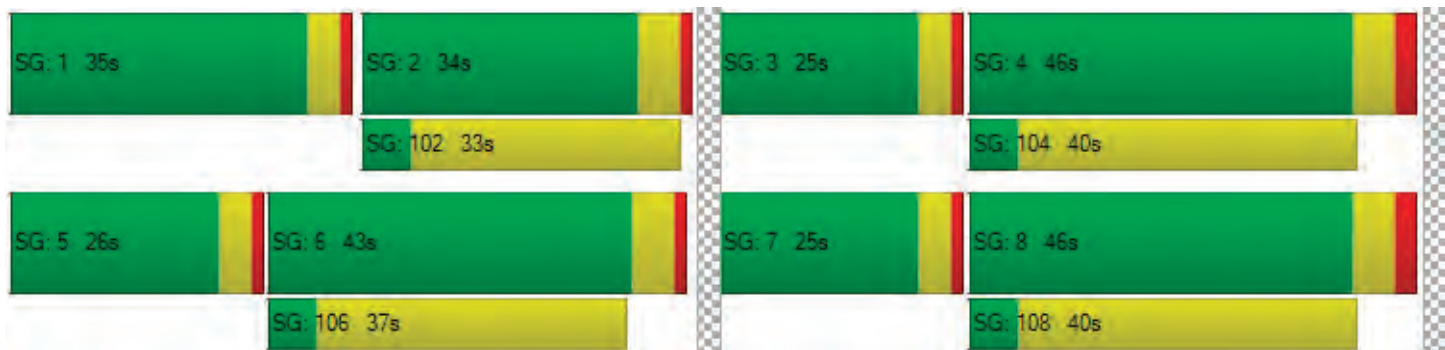
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 59.6 | 59.6 | 48.8 | 0.00 | 77.2 | 77.2 | 45.5 | 0.00 | 60.1 | 60.1 | 54.5 | 0.00 | 61.0 | 61.0 | 36.6 | 0.00 |
| Movement LOS | E | E | D | | E | E | D | | E | E | D | | E | E | D | |
| d_A, Approach Delay [s/veh] | 52.40 | | | | 50.40 | | | | 56.07 | | | | 50.56 | | | |
| Approach LOS | D | | | | D | | | | E | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 52.25 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.911 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | 9.0 | 9.0 | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 57.61 | 57.61 | 57.61 | 57.61 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.167 | 3.073 | 3.121 | 3.229 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 596 | 596 | 430 | 566 |
| d_b, Bicycle Delay [s] | 32.68 | 32.68 | 40.86 | 34.10 |
| I_b,int, Bicycle LOS Score for Intersection | 2.395 | 2.205 | 2.076 | 2.318 |
| Bicycle LOS | B | B | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 7: Iron Pt/ W Kaiser access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 21.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.161 |

Intersection Setup

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|------------------------------|-----------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|---|-----------------|--------|---------|--------|---------|--------|
| Base Volume Input [veh/h] | 0 | 38 | 1556 | 84 | 0 | 1605 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 38 | 1556 | 84 | 0 | 1605 |
| Peak Hour Factor | 1.0000 | 0.9100 | 0.9100 | 0.9100 | 1.0000 | 0.9100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 10 | 427 | 23 | 0 | 441 |
| Total Analysis Volume [veh/h] | 0 | 42 | 1710 | 92 | 0 | 1764 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.16 | 0.02 | 0.00 | 0.00 | 0.02 |
| d_M, Delay for Movement [s/veh] | 0.00 | 21.45 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | C | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.56 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 14.12 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 21.45 | | 0.00 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.25 | | | | | |
| Intersection LOS | C | | | | | |

**Intersection Level Of Service Report
Intersection 8: Iron Pt/Rowberry**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 32.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.804 |

Intersection Setup

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 220. | 100. | 100. | 100. | 30.0 | 100. | 100. | 100. | 100. | 325. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | No | | | | Yes | | | |

Volumes

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|--|----------|------|------|------|----------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 645 | 10 | 769 | 0 | 13 | 0 | 44 | 22 | 74 | 907 | 591 | 1 | 917 | 894 | 11 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 515 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 645 | 10 | 254 | 0 | 13 | 0 | 15 | 22 | 74 | 907 | 561 | 1 | 917 | 894 | 11 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.93 | 0.95 | 0.95 | 0.95 | 0.95 | 0.93 | 0.95 | 0.93 | 0.95 | 0.95 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 173 | 3 | 68 | 0 | 3 | 0 | 4 | 6 | 19 | 239 | 151 | 0 | 247 | 235 | 3 |
| Total Analysis Volume [veh/h] | 0 | 694 | 11 | 273 | 0 | 14 | 0 | 16 | 23 | 78 | 955 | 603 | 1 | 986 | 941 | 12 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Unsi | Per | Per | Per | Per | Per | Prot | Per | Unsi | Per | Prot | Per | Per |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 40 | 40 | 0 | 0 | 40 | 40 | 0 |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 0 | 45 | 45 | 0 | 0 | 45 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 23 | 23 | 3 | 3 | 7 | 27 | 31 | 51 | 51 |
| g / C, Green / Cycle | 0.22 | 0.22 | 0.03 | 0.03 | 0.07 | 0.26 | 0.30 | 0.50 | 0.50 |
| (v / s)_i Volume / Saturation Flow Rate | 0.20 | 0.20 | 0.01 | 0.01 | 0.06 | 0.19 | 0.29 | 0.18 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 1784 | 1795 | 1589 | 1795 | 5135 | 3459 | 5135 | 1602 |
| c, Capacity [veh/h] | 395 | 396 | 50 | 45 | 128 | 1350 | 1055 | 2550 | 796 |
| d1, Uniform Delay [s] | 38.96 | 38.95 | 49.16 | 49.27 | 47.19 | 34.46 | 34.90 | 16.02 | 13.18 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.04 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.82 | 2.81 | 1.10 | 1.81 | 4.04 | 1.18 | 1.87 | 0.15 | 0.01 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 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 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|--------|--------|-------|-------|-------|
| X, volume / capacity | 0.89 | 0.89 | 0.28 | 0.36 | 0.79 | 0.71 | 0.94 | 0.37 | 0.02 |
| d, Delay for Lane Group [s/veh] | 41.78 | 41.77 | 50.26 | 51.08 | 51.23 | 35.64 | 36.77 | 16.17 | 13.19 |
| Lane Group LOS | D | D | D | D | D | D | D | B | B |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 8.83 | 8.84 | 0.37 | 0.43 | 2.68 | 7.28 | 12.03 | 4.47 | 0.14 |
| 50th-Percentile Queue Length [ft/ln] | 220.78 | 221.01 | 9.19 | 10.64 | 67.05 | 181.91 | 300.8 | 111.6 | 3.56 |
| 95th-Percentile Queue Length [veh/ln] | 13.71 | 13.72 | 0.66 | 0.77 | 4.83 | 11.70 | 17.72 | 7.93 | 0.26 |
| 95th-Percentile Queue Length [ft/ln] | 342.63 | 342.91 | 16.54 | 19.16 | 120.70 | 292.50 | 443.0 | 198.3 | 6.40 |

Movement, Approach, & Intersection Results

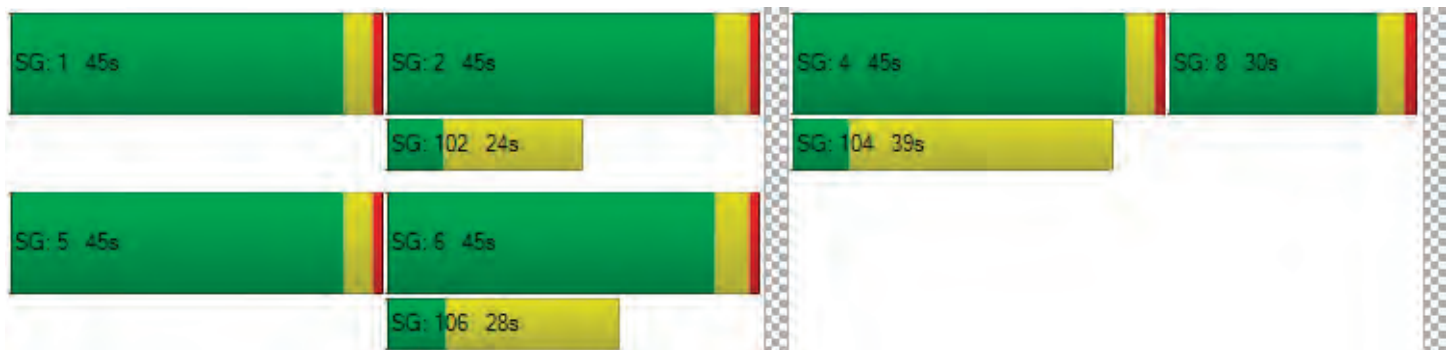
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 41.7 | 41.7 | 41.7 | 0.00 | 50.2 | 50.2 | 51.0 | 51.0 | 51.2 | 51.2 | 35.6 | 0.00 | 36.7 | 36.7 | 16.1 | 13.1 |
| Movement LOS | D | D | D | | D | D | D | D | D | D | D | | D | D | B | B |
| d_A, Approach Delay [s/veh] | 41.77 | | | | 50.70 | | | | 37.13 | | | | 26.63 | | | |
| Approach LOS | D | | | | D | | | | D | | | | C | | | |
| d_I, Intersection Delay [s/veh] | 32.66 | | | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | | | |
| Intersection V/C | 0.804 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 0.0 | | | | 11.0 | | | |
| 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] | 41.14 | | | | 41.14 | | | | 0.00 | | | | 41.14 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.636 | | | | 2.040 | | | | 0.000 | | | | 3.256 | | | |
| Crosswalk LOS | B | | | | B | | | | F | | | | C | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 786 | | | | 495 | | | | 770 | | | | 770 | | | |
| d_b, Bicycle Delay [s] | 19.01 | | | | 29.21 | | | | 19.50 | | | | 19.50 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.578 | | | | 1.634 | | | | 2.098 | | | | 2.626 | | | |
| Bicycle LOS | A | | | | A | | | | B | | | | B | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 9: Iron Pt/Safe Credit Union access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 29.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.039 |

Intersection Setup

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|------------------------------|--------------------------|--------|-----------|--------|-----------|--------|--------|
| Approach | Northbound | | Eastbound | | Westbound | | |
| Lane Configuration | | | | | | | |
| Turning Movement | Left | Right | Thru | Right | U-turn | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 90.00 | 120.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 100.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | | |
| Crosswalk | Yes | | No | | No | | |

Volumes

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|---|--------------------------|--------|---------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 26 | 1731 | 0 | 10 | 6 | 1823 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 26 | 1731 | 0 | 10 | 6 | 1823 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 7 | 456 | 0 | 3 | 2 | 480 |
| Total Analysis Volume [veh/h] | 0 | 27 | 1822 | 0 | 11 | 6 | 1919 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | |
|---------------------------------------|-------|-------|------|------|-------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.11 | 0.02 | 0.00 | 0.04 | 0.04 | 0.02 |
| d_M, Delay for Movement [s/veh] | 0.00 | 21.95 | 0.00 | 0.00 | 20.48 | 29.65 | 0.00 |
| Movement LOS | | C | A | A | C | D | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.38 | 0.00 | 0.00 | 0.26 | 0.26 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 9.41 | 0.00 | 0.00 | 6.56 | 6.56 | 0.00 |
| d_A, Approach Delay [s/veh] | 21.95 | | 0.00 | | 0.21 | | |
| Approach LOS | C | | A | | A | | |
| d_I, Intersection Delay [s/veh] | 0.26 | | | | | | |
| Intersection LOS | D | | | | | | |

**Intersection Level Of Service Report
Intersection 10: Iron Pt/Broadstone**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 24.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.595 |

Intersection Setup

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 270. | 100. | 100. | 200. | 230. | 100. | 100. | 270. | 240. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 240. | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | Yes | | | |

Volumes

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 88 | 54 | 0 | 1 | 87 | 38 | 102 | 27 | 881 | 800 | 59 | 12 | 4 | 621 | 35 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 102 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 35 |
| Total Hourly Volume [veh/h] | 0 | 88 | 54 | 0 | 1 | 87 | 38 | 0 | 27 | 881 | 800 | 48 | 12 | 4 | 621 | 0 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.91 | 0.94 | 0.91 | 0.94 | 0.94 | 0.94 | 0.94 | 0.91 | 0.94 | 0.91 | 0.91 | 0.91 | 0.91 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 23 | 14 | 0 | 0 | 24 | 10 | 0 | 7 | 234 | 220 | 13 | 3 | 1 | 171 | 0 |
| Total Analysis Volume [veh/h] | 0 | 94 | 57 | 0 | 1 | 96 | 40 | 0 | 29 | 937 | 879 | 51 | 13 | 4 | 682 | 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Per | Per | Per | Per | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 30 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C |
|---|-------|-------|------|-------|-------|-------|-------|------|-------|-------|
| C, Cycle Length [s] | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.50 | 5.50 | 4.50 | 5.50 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 10 | 10 | 10 | 10 | 10 | 25 | 43 | 43 | 2 | 20 |
| g / C, Green / Cycle | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.30 | 0.52 | 0.52 | 0.02 | 0.24 |
| (v / s)_i Volume / Saturation Flow Rate | 0.04 | 0.04 | 0.00 | 0.03 | 0.01 | 0.28 | 0.17 | 0.03 | 0.00 | 0.13 |
| s, saturation flow rate [veh/h] | 1795 | 1862 | 1589 | 3459 | 3589 | 3486 | 5094 | 1602 | 3459 | 5094 |
| c, Capacity [veh/h] | 210 | 217 | 185 | 399 | 414 | 1035 | 2648 | 833 | 68 | 1236 |
| d1, Uniform Delay [s] | 33.87 | 33.85 | 0.00 | 33.50 | 32.93 | 28.45 | 11.59 | 9.91 | 40.17 | 27.55 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.28 | 0.04 | 0.28 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.38 | 0.36 | 0.00 | 0.12 | 0.04 | 1.84 | 0.19 | 0.08 | 0.70 | 1.01 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | |
|---------------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|--------|
| X, volume / capacity | 0.36 | 0.35 | 0.00 | 0.24 | 0.10 | 0.93 | 0.33 | 0.06 | 0.25 | 0.55 |
| d, Delay for Lane Group [s/veh] | 34.25 | 34.20 | 0.00 | 33.62 | 32.97 | 30.28 | 11.78 | 9.99 | 40.87 | 28.56 |
| Lane Group LOS | C | C | A | C | C | C | B | A | D | C |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 1.39 | 1.41 | 0.00 | 0.88 | 0.36 | 9.18 | 2.95 | 0.45 | 0.18 | 3.95 |
| 50th-Percentile Queue Length [ft/ln] | 34.70 | 35.33 | 0.00 | 22.04 | 8.92 | 229.6 | 73.82 | 11.27 | 4.38 | 98.71 |
| 95th-Percentile Queue Length [veh/ln] | 2.50 | 2.54 | 0.00 | 1.59 | 0.64 | 14.15 | 5.31 | 0.81 | 0.32 | 7.11 |
| 95th-Percentile Queue Length [ft/ln] | 62.47 | 63.59 | 0.00 | 39.67 | 16.06 | 353.8 | 132.8 | 20.28 | 7.89 | 177.68 |

Movement, Approach, & Intersection Results

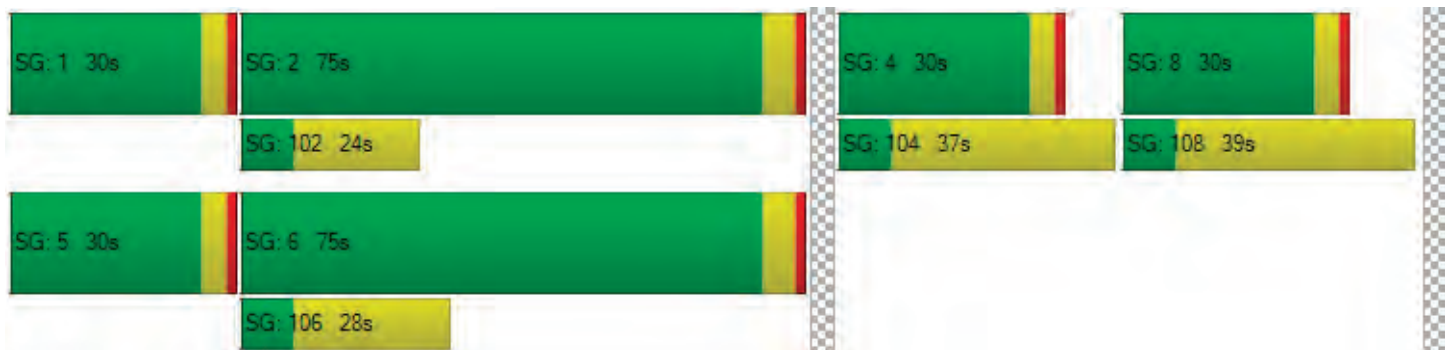
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 34.2 | 34.2 | 34.2 | 0.00 | 33.6 | 33.6 | 32.9 | 0.00 | 30.2 | 30.2 | 11.7 | 9.99 | 40.8 | 40.8 | 28.5 | 0.00 |
| Movement LOS | C | C | C | A | C | C | C | | C | C | B | A | D | D | C | |
| d_A, Approach Delay [s/veh] | 34.23 | | | | 33.43 | | | | 21.16 | | | | 28.86 | | | |
| Approach LOS | C | | | | C | | | | C | | | | C | | | |
| d_I, Intersection Delay [s/veh] | 24.29 | | | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | | | |
| Intersection V/C | 0.595 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| 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] | 31.28 | 31.28 | 31.28 | 31.28 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.345 | 2.859 | 3.239 | 3.026 |
| Crosswalk LOS | B | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 614 | 614 | 1672 | 1672 |
| d_b, Bicycle Delay [s] | 19.97 | 19.97 | 1.11 | 1.11 |
| I_b,int, Bicycle LOS Score for Intersection | 1.654 | 1.593 | 2.093 | 1.937 |
| Bicycle LOS | A | A | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 11: Iron Pt/E Bidwell**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 54.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.967 |

Intersection Setup

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | Iron Pt | | | | |
|------------------------------|------------|-------|-------|------------|------|------|------|-----------|------|------|-----------|------|------|------|------|
| Approach | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Lane Configuration | \| \| \| |  |  | \| \| \| \| |  |  |  | \| \| \| |  |  | \| \| \| \| |  |  |  |  |
| Turning Movement | Left | Thru | Right | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 300.0 | 100.0 | 220.0 | 450. | 100. | 100. | 450. | 280. | 100. | 100. | 100. | 250. | 100. | 100. | 270. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 260. | 0.00 | 0.00 | 0.00 | 100 |
| Speed [mph] | 30.00 | | | 30.00 | | | | 30.00 | | | 30.00 | | | | |
| Grade [%] | 0.00 | | | 0.00 | | | | 0.00 | | | 0.00 | | | | |
| Curb Present | No | | | No | | | | No | | | No | | | | |
| Crosswalk | No | | | Yes | | | | Yes | | | Yes | | | | |

Volumes

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|-------|-------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 461 | 1013 | 690 | 3 | 292 | 115 | 207 | 14 | 174 | 904 | 358 | 1 | 767 | 704 | 691 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 690 | 0 | 0 | 0 | 207 | 0 | 0 | 0 | 204 | 0 | 0 | 0 | 691 |
| Total Hourly Volume [veh/h] | 461 | 1013 | 0 | 3 | 292 | 115 | 0 | 14 | 174 | 904 | 154 | 1 | 767 | 704 | 0 |
| Peak Hour Factor | 0.980 | 0.970 | 0.970 | 0.97 | 0.97 | 0.97 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.97 | 0.97 | 0.98 | 0.97 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 118 | 261 | 0 | 1 | 75 | 297 | 0 | 4 | 44 | 231 | 39 | 0 | 198 | 180 | 0 |
| Total Analysis Volume [veh/h] | 470 | 1044 | 0 | 3 | 301 | 119 | 0 | 14 | 178 | 922 | 157 | 1 | 791 | 718 | 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 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 150 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Protec | Permi | Unsig | Per | Prot | Per | Unsi | Per | Prot | Per | Ove | Per | Prot | Per | Unsi |
|------------------------------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 3 | 8 | 5 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | 5,8 | | | | |
| Lead / Lag | Lead | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 7 | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 7 | 7 | 7 | 0 | 7 | 7 | 0 |
| Maximum Green [s] | 18 | 43 | 0 | 0 | 20 | 45 | 0 | 0 | 24 | 35 | 18 | 0 | 30 | 44 | 0 |
| Amber [s] | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 3.5 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 23 | 49 | 0 | 0 | 25 | 51 | 0 | 0 | 31 | 41 | 23 | 0 | 35 | 45 | 0 |
| Vehicle Extension [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 30 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 29 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 2.5 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | No | Yes | | | No | Yes | | | No | No | No | | No | No | |
| Maximum Recall | No | No | | | No | No | | | No | No | No | | No | No | |
| Pedestrian Recall | No | No | | | No | No | | | No | No | No | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 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] | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 136 | 136 | 136 | 136 | 136 | 136 | 136 | 136 | 136 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 4.50 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 3.30 | 2.50 | 3.30 | 2.50 | 3.30 | 0.00 | 2.50 | 3.30 |
| g_i, Effective Green Time [s] | 18 | 38 | 14 | 34 | 10 | 35 | 58 | 30 | 55 |
| g / C, Green / Cycle | 0.13 | 0.28 | 0.10 | 0.25 | 0.07 | 0.26 | 0.43 | 0.22 | 0.41 |
| (v / s)_i Volume / Saturation Flow Rate | 0.14 | 0.20 | 0.09 | 0.23 | 0.06 | 0.26 | 0.10 | 0.23 | 0.14 |
| s, saturation flow rate [veh/h] | 3459 | 5135 | 3486 | 5135 | 3459 | 3560 | 1589 | 3486 | 5094 |
| c, Capacity [veh/h] | 456 | 1426 | 356 | 1272 | 245 | 914 | 680 | 767 | 2067 |
| d1, Uniform Delay [s] | 59.21 | 44.68 | 60.25 | 50.24 | 62.34 | 50.70 | 24.81 | 53.21 | 28.05 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.18 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 20.60 | 0.28 | 2.29 | 1.55 | 2.07 | 10.65 | 0.29 | 19.40 | 0.04 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 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 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|-------|-------|--------|--------|
| X, volume / capacity | 1.03 | 0.73 | 0.85 | 0.94 | 0.78 | 1.01 | 0.23 | 1.03 | 0.35 |
| d, Delay for Lane Group [s/veh] | 79.81 | 44.95 | 62.54 | 51.79 | 64.42 | 61.35 | 25.10 | 72.61 | 28.08 |
| Lane Group LOS | F | D | E | D | E | F | C | F | C |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 9.19 | 10.73 | 5.30 | 13.41 | 3.36 | 16.89 | 3.33 | 15.16 | 5.47 |
| 50th-Percentile Queue Length [ft/ln] | 229.71 | 268.20 | 132.44 | 335.27 | 83.90 | 422.1 | 83.24 | 379.10 | 136.72 |
| 95th-Percentile Queue Length [veh/ln] | 14.34 | 16.10 | 9.07 | 19.42 | 6.04 | 23.75 | 5.99 | 21.95 | 9.30 |
| 95th-Percentile Queue Length [ft/ln] | 358.62 | 402.49 | 226.81 | 485.42 | 151.0 | 593.8 | 149.8 | 548.72 | 232.60 |

Movement, Approach, & Intersection Results

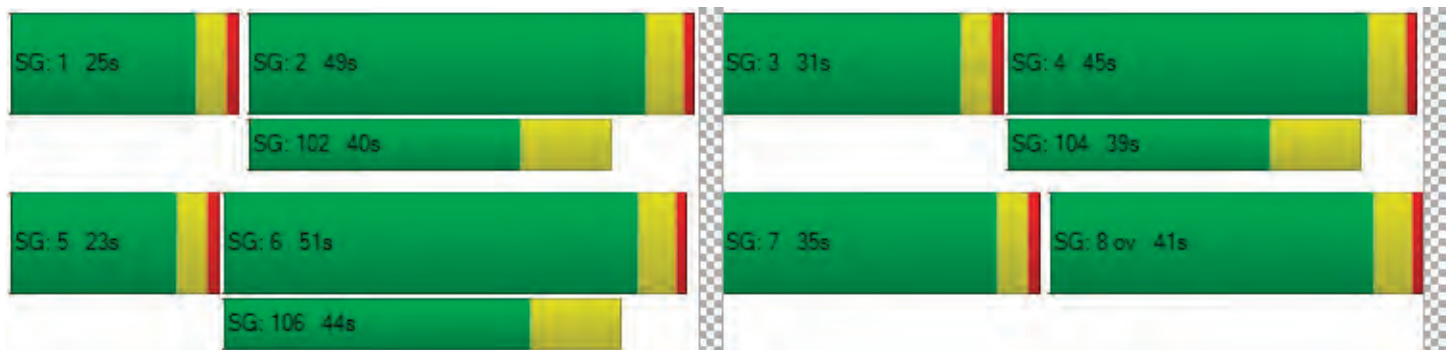
| | | | | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 79.81 | 44.95 | 0.00 | 62.5 | 62.5 | 51.7 | 0.00 | 64.4 | 64.4 | 61.3 | 25.1 | 72.6 | 72.6 | 28.0 | 0.00 |
| Movement LOS | F | D | | E | E | D | | E | E | F | C | E | F | C | |
| d_A, Approach Delay [s/veh] | 55.78 | | 53.98 | | | 57.34 | | | 51.44 | | | | | | |
| Approach LOS | E | | D | | | E | | | D | | | | | | |
| d_I, Intersection Delay [s/veh] | 54.52 | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | |
| Intersection V/C | 0.967 | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 33.0 | 38.0 | 34.0 |
| 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 | 39.17 | 35.47 | 38.42 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.236 | 3.428 | 3.237 |
| Crosswalk LOS | F | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 641 | 670 | 524 | 582 |
| d_b, Bicycle Delay [s] | 31.48 | 30.14 | 37.15 | 34.26 |
| I_b,int, Bicycle LOS Score for Intersection | 2.392 | 2.216 | 2.630 | 1.955 |
| Bicycle LOS | B | B | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 12: E Bidwell/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 21.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.787 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | \|\|\|T\| |  | \|\|\| |  | \|T\|T\| |  |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 300.00 | 100.00 | 100.00 | 400.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | Yes | | Yes | |

Volumes

| Name | E Bidwell | | E Bidwell | | | |
|--|-----------|--------|-----------|--------|--------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1372 | 441 | 0 | 1733 | 428 | 960 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1372 | 441 | 0 | 1733 | 428 | 960 |
| Peak Hour Factor | 0.9800 | 0.9800 | 1.0000 | 0.9800 | 0.9800 | 0.9800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 350 | 113 | 0 | 442 | 109 | 245 |
| Total Analysis Volume [veh/h] | 1400 | 450 | 0 | 1768 | 437 | 980 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 107 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 12 | 0 | 0 | 12 | 8 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 45 | 0 |
| Amber [s] | 4.8 | 0.0 | 0.0 | 4.8 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 51 | 0 |
| Vehicle Extension [s] | 4.0 | 0.0 | 0.0 | 4.0 | 3.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 19 | 0 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.8 | 0.0 | 0.0 | 3.8 | 3.1 | 0.0 |
| Minimum Recall | No | | | No | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | Yes | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | R | C | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 97 | 97 | 97 | 97 | 97 | 97 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.80 | 5.80 | 5.80 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.80 | 3.80 | 3.80 | 3.80 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 47 | 47 | 47 | 47 | 39 | 39 |
| g / C, Green / Cycle | 0.49 | 0.49 | 0.49 | 0.49 | 0.40 | 0.40 |
| (v / s)_i Volume / Saturation Flow Rate | 0.26 | 0.28 | 0.28 | 0.34 | 0.13 | 0.35 |
| s, saturation flow rate [veh/h] | 3589 | 1670 | 1602 | 5135 | 3486 | 2836 |
| c, Capacity [veh/h] | 1741 | 810 | 777 | 2491 | 1406 | 1143 |
| d1, Uniform Delay [s] | 17.48 | 17.95 | 17.98 | 19.73 | 19.86 | 26.54 |
| k, delay calibration | 0.15 | 0.16 | 0.16 | 0.15 | 0.13 | 0.13 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.37 | 0.95 | 1.02 | 0.54 | 0.15 | 2.37 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|
| X, volume / capacity | 0.54 | 0.58 | 0.58 | 0.71 | 0.31 | 0.86 |
| d, Delay for Lane Group [s/veh] | 17.85 | 18.90 | 19.00 | 20.27 | 20.01 | 28.92 |
| Lane Group LOS | B | B | B | C | C | C |
| Critical Lane Group | No | No | No | Yes | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 7.06 | 7.37 | 7.14 | 10.06 | 3.35 | 10.32 |
| 50th-Percentile Queue Length [ft/ln] | 176.48 | 184.31 | 178.38 | 251.48 | 83.66 | 257.95 |
| 95th-Percentile Queue Length [veh/ln] | 11.42 | 11.83 | 11.52 | 15.26 | 6.02 | 15.59 |
| 95th-Percentile Queue Length [ft/ln] | 285.42 | 295.64 | 287.90 | 381.51 | 150.58 | 389.65 |

Movement, Approach, & Intersection Results

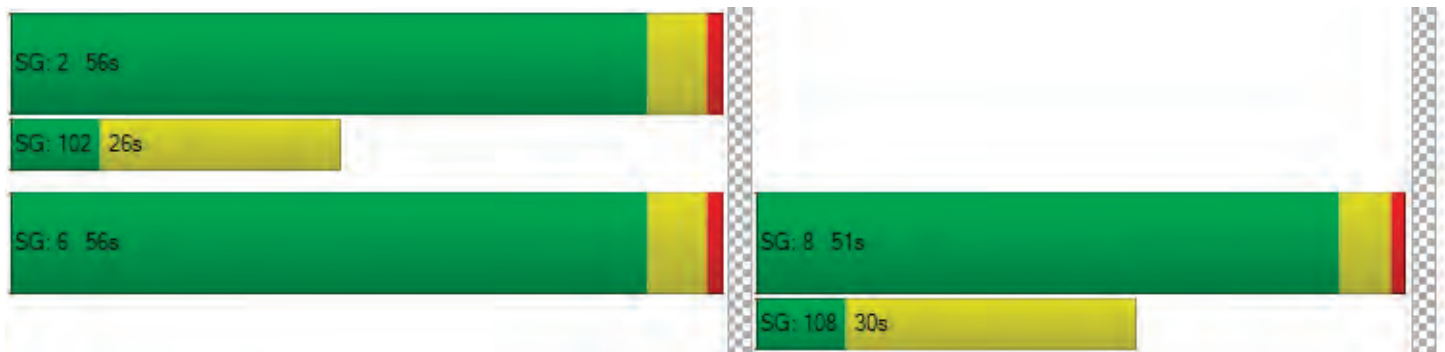
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 17.97 | 19.00 | 0.00 | 20.27 | 20.01 | 28.92 |
| Movement LOS | B | B | | C | C | C |
| d_A, Approach Delay [s/veh] | 18.39 | | 20.27 | | 26.17 | |
| Approach LOS | B | | C | | C | |
| d_I, Intersection Delay [s/veh] | 21.24 | | | | | |
| Intersection LOS | C | | | | | |
| Intersection V/C | 0.787 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 38.35 | 38.35 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.130 | 2.760 |
| Crosswalk LOS | F | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1030 | 1030 | 942 |
| d_b, Bicycle Delay [s] | 11.46 | 11.46 | 13.64 |
| I_b,int, Bicycle LOS Score for Intersection | 2.577 | 2.532 | 1.560 |
| Bicycle LOS | B | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 13: E Bidwell/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 11.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.806 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | \|\|\| |  | \|\|\|T | | TTT | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|--|-----------|--------|-----------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 0 | 1130 | 1283 | 878 | 683 | 382 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1130 | 1283 | 878 | 683 | 382 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 297 | 338 | 231 | 180 | 101 |
| Total Analysis Volume [veh/h] | 0 | 1189 | 1351 | 924 | 719 | 402 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 0 | 2 | 6 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 0 | 8 | 6 | 0 | 8 | 0 |
| Maximum Green [s] | 0 | 50 | 50 | 0 | 50 | 0 |
| Amber [s] | 0.0 | 4.8 | 4.1 | 0.0 | 4.8 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 56 | 56 | 0 | 56 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.8 | 3.1 | 0.0 | 3.8 | 0.0 |
| Minimum Recall | | No | No | | No | |
| Maximum Recall | | No | No | | No | |
| Pedestrian Recall | | No | No | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | C | R | L | R |
|---|------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 48 | 48 | 48 | 48 | 48 | 48 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.10 | 5.10 | 5.10 | 5.80 | 5.80 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.10 | 3.10 | 3.10 | 3.80 | 3.80 |
| g_i, Effective Green Time [s] | 21 | 22 | 22 | 22 | 15 | 15 |
| g / C, Green / Cycle | 0.44 | 0.45 | 0.45 | 0.45 | 0.32 | 0.32 |
| (v / s)_i Volume / Saturation Flow Rate | 0.23 | 0.32 | 0.35 | 0.35 | 0.21 | 0.25 |
| s, saturation flow rate [veh/h] | 5135 | 3589 | 1602 | 1602 | 3486 | 1602 |
| c, Capacity [veh/h] | 2262 | 1633 | 729 | 729 | 1115 | 512 |
| d1, Uniform Delay [s] | 9.86 | 10.52 | 11.14 | 11.14 | 14.11 | 14.95 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.07 | 0.20 | 0.70 | 0.70 | 0.23 | 1.02 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|
| X, volume / capacity | 0.53 | 0.70 | 0.78 | 0.78 | 0.64 | 0.78 |
| d, Delay for Lane Group [s/veh] | 9.93 | 10.73 | 11.84 | 11.84 | 14.34 | 15.97 |
| Lane Group LOS | A | B | B | B | B | B |
| Critical Lane Group | No | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 2.40 | 3.73 | 4.04 | 4.04 | 2.86 | 3.49 |
| 50th-Percentile Queue Length [ft/ln] | 59.91 | 93.23 | 101.04 | 101.04 | 71.52 | 87.28 |
| 95th-Percentile Queue Length [veh/ln] | 4.31 | 6.71 | 7.27 | 7.27 | 5.15 | 6.28 |
| 95th-Percentile Queue Length [ft/ln] | 107.84 | 167.81 | 181.87 | 181.87 | 128.74 | 157.11 |

Movement, Approach, & Intersection Results

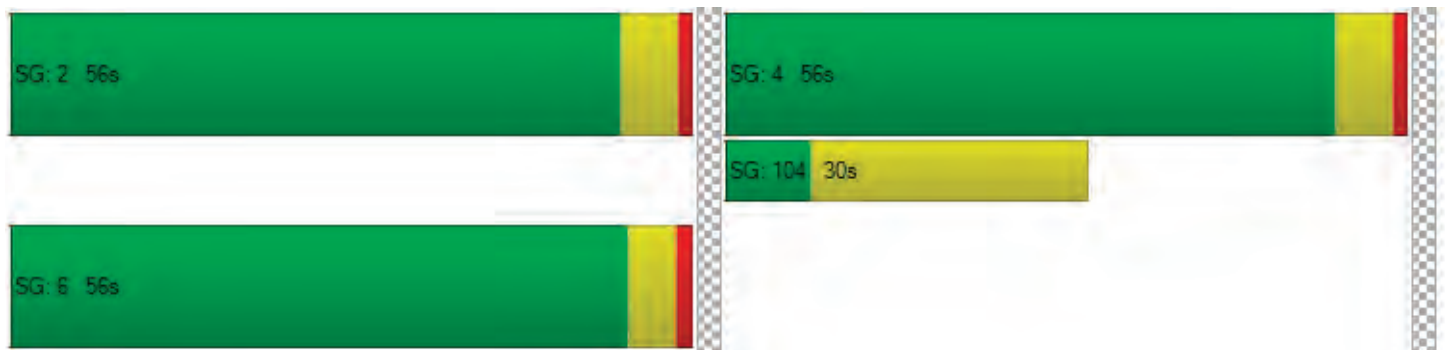
| | | | | | | |
|---------------------------------|------|------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 9.93 | 10.73 | 11.84 | 14.34 | 15.97 |
| Movement LOS | | A | B | B | B | B |
| d_A, Approach Delay [s/veh] | 9.93 | | 11.28 | | 14.92 | |
| Approach LOS | A | | B | | B | |
| d_I, Intersection Delay [s/veh] | | | 11.82 | | | |
| Intersection LOS | | | B | | | |
| Intersection V/C | | | 0.806 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 14.37 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.895 | 0.000 | 0.000 |
| Crosswalk LOS | C | F | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 2081 | 2110 | 2081 |
| d_b, Bicycle Delay [s] | 0.04 | 0.07 | 0.04 |
| I_b,int, Bicycle LOS Score for Intersection | 2.214 | 2.811 | 1.560 |
| Bicycle LOS | B | C | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 14: Lot 6 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.013

Intersection Setup

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| | 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 Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 12 | 3 | 3 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 12 | 3 | 3 | 0 |
| Peak Hour Factor | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 0.920 | 0.920 | 0.920 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 |
| Total Analysis Volume [veh/h] | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 13 | 13 | 3 | 3 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 8.77 | 9.26 | 8.49 | 8.76 | 9.21 | 8.33 | 7.22 | 0.00 | 0.00 | 7.27 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.08 | 0.08 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 |
| 95th-Percentile Queue Length [ft/ln] | 1.97 | 1.97 | 1.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.14 |
| d_A, Approach Delay [s/veh] | 8.63 | | | 8.76 | | | 0.00 | | | 3.64 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.25 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Lot 1 access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.087 |

Intersection Setup

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|-----------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|---|------------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 74 | 0 | 10 | 1 | 32 | 0 | 0 | 7 | 51 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 74 | 0 | 10 | 1 | 32 | 0 | 0 | 7 | 51 |
| Peak Hour Factor | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 1.000 | 0.920 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 20 | 0 | 3 | 0 | 9 | 0 | 0 | 2 | 14 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 80 | 0 | 11 | 1 | 35 | 0 | 0 | 8 | 55 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.00 | 9.56 | 8.47 | 9.34 | 9.82 | 8.89 | 7.34 | 0.00 | 0.00 | 7.28 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.32 | 0.32 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 8.10 | 8.10 | 8.10 | 0.05 | 0.05 | 0.05 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.01 | | | 9.29 | | | 0.20 | | | 0.00 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.49 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 16: Oak Ave Pkwy/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 22.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.078 |

Intersection Setup

| Name | Oak Ave Pkwy | | | | | | WB 50 on | | | WB 50 Off | | |
|------------------------------|--------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|r |  |  | \|\|r | | | | | | r\|l\|l | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 100.0 | 400.0 | 100.0 | 400.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | | | | No | | |
| Crosswalk | No | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | | | | WB 50 on | | | WB 50 Off | | |
|--|--------------|-------|-------|-------|-------|-------|----------|-------|-------|-----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 1839 | 310 | 0 | 1291 | 1136 | 0 | 0 | 0 | 397 | 0 | 223 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 1839 | 310 | 0 | 1291 | 1136 | 0 | 0 | 0 | 397 | 0 | 223 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 500 | 84 | 0 | 351 | 309 | 0 | 0 | 0 | 108 | 0 | 61 |
| Total Analysis Volume [veh/h] | 0 | 1999 | 337 | 0 | 1403 | 1235 | 0 | 0 | 0 | 432 | 0 | 242 |
| Presence of On-Street Parking | No | | No | No | | No | | | | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Unsig | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | | | | No | | |
| Maximum Recall | | No | | | No | | | | | No | | |
| Pedestrian Recall | | No | | | No | | | | | No | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 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 | C | C | R | L | R |
|---|------|------|-------|-------|-------|
| C, Cycle Length [s] | 71 | 71 | 71 | 71 | 71 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 50 | 50 | 50 | 12 | 12 |
| g / C, Green / Cycle | 0.71 | 0.71 | 0.71 | 0.16 | 0.16 |
| (v / s)_i Volume / Saturation Flow Rate | 0.56 | 0.39 | 0.77 | 0.12 | 0.09 |
| s, saturation flow rate [veh/h] | 3589 | 3589 | 1602 | 3486 | 2836 |
| c, Capacity [veh/h] | 2537 | 2537 | 1133 | 578 | 470 |
| d1, Uniform Delay [s] | 6.86 | 4.99 | 10.36 | 28.09 | 26.90 |
| k, delay calibration | 0.04 | 0.04 | 0.50 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.21 | 0.07 | 54.86 | 0.73 | 0.33 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|
| X, volume / capacity | 0.79 | 0.55 | 1.09 | 0.75 | 0.51 |
| d, Delay for Lane Group [s/veh] | 7.07 | 5.06 | 65.22 | 28.82 | 27.23 |
| Lane Group LOS | A | A | F | C | C |
| Critical Lane Group | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.51 | 3.31 | 28.28 | 3.39 | 1.81 |
| 50th-Percentile Queue Length [ft/ln] | 162.74 | 82.75 | 707.12 | 84.71 | 45.19 |
| 95th-Percentile Queue Length [veh/ln] | 10.69 | 5.96 | 39.82 | 6.10 | 3.25 |
| 95th-Percentile Queue Length [ft/ln] | 267.34 | 148.95 | 995.61 | 152.48 | 81.35 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|------|-------|------|------|-------|------|-------|------|-------|------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 7.07 | 0.00 | 0.00 | 5.06 | 65.22 | 0.00 | 0.00 | 0.00 | 28.82 | 0.00 | 27.23 |
| Movement LOS | | A | | | A | F | | | | C | | C |
| d_A, Approach Delay [s/veh] | 7.07 | | 33.22 | | | 0.00 | | 28.25 | | | | |
| Approach LOS | A | | C | | | A | | C | | | | |
| d_I, Intersection Delay [s/veh] | 22.75 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 1.078 | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 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] | 0.00 | 26.90 | 26.90 | 26.90 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.241 | 2.617 | 2.421 |
| Crosswalk LOS | F | C | B | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1430 | 1430 | 0 | 1430 |
| d_b, Bicycle Delay [s] | 2.87 | 2.87 | 35.33 | 2.87 |
| I_b,int, Bicycle LOS Score for Intersection | 3.209 | 3.736 | 4.132 | 1.560 |
| Bicycle LOS | C | D | D | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 17: Oak Ave Pkwy/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 20.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.941 |

Intersection Setup

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\|\| |  |  | \|\|\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 400.0 | 100.0 | 400.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| Base Volume Input [veh/h] | 0 | 920 | 487 | 0 | 1068 | 620 | 1229 | 0 | 354 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 2.00 | 5.00 | 1.00 | 1.00 | 2.00 | 5.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 920 | 487 | 0 | 1068 | 620 | 1229 | 0 | 354 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 250 | 132 | 0 | 290 | 168 | 334 | 0 | 96 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 1000 | 529 | 0 | 1161 | 674 | 1336 | 0 | 385 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | No | | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | No | | | | | |
| Maximum Recall | | No | | | No | | No | | | | | |
| Pedestrian Recall | | No | | | No | | No | | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | C | R | C | R | L | R | |
|---|-------|-------|-------|-------|-------|-------|--|
| C, Cycle Length [s] | 83 | 83 | 83 | 83 | 83 | 83 | |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | |
| g_i, Effective Green Time [s] | 38 | 38 | 38 | 38 | 35 | 35 | |
| g / C, Green / Cycle | 0.46 | 0.46 | 0.46 | 0.46 | 0.43 | 0.43 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.29 | 0.34 | 0.33 | 0.42 | 0.38 | 0.14 | |
| s, saturation flow rate [veh/h] | 3475 | 1551 | 3475 | 1602 | 3486 | 2746 | |
| c, Capacity [veh/h] | 1607 | 718 | 1607 | 741 | 1494 | 1177 | |
| d1, Uniform Delay [s] | 16.77 | 18.13 | 17.94 | 20.62 | 21.89 | 15.70 | |
| k, delay calibration | 0.04 | 0.07 | 0.04 | 0.19 | 0.04 | 0.04 | |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.15 | 1.04 | 0.23 | 7.77 | 0.80 | 0.06 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

| | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|--|
| X, volume / capacity | 0.62 | 0.74 | 0.72 | 0.91 | 0.89 | 0.33 | |
| d, Delay for Lane Group [s/veh] | 16.92 | 19.16 | 18.17 | 28.39 | 22.69 | 15.76 | |
| Lane Group LOS | B | B | B | C | C | B | |
| Critical Lane Group | No | No | No | Yes | Yes | No | |
| 50th-Percentile Queue Length [veh/ln] | 6.66 | 7.78 | 8.28 | 12.58 | 11.23 | 2.30 | |
| 50th-Percentile Queue Length [ft/ln] | 166.45 | 194.56 | 206.98 | 314.47 | 280.75 | 57.42 | |
| 95th-Percentile Queue Length [veh/ln] | 10.89 | 12.36 | 13.00 | 18.40 | 16.73 | 4.13 | |
| 95th-Percentile Queue Length [ft/ln] | 272.25 | 308.94 | 324.95 | 459.88 | 418.15 | 103.36 | |

Movement, Approach, & Intersection Results

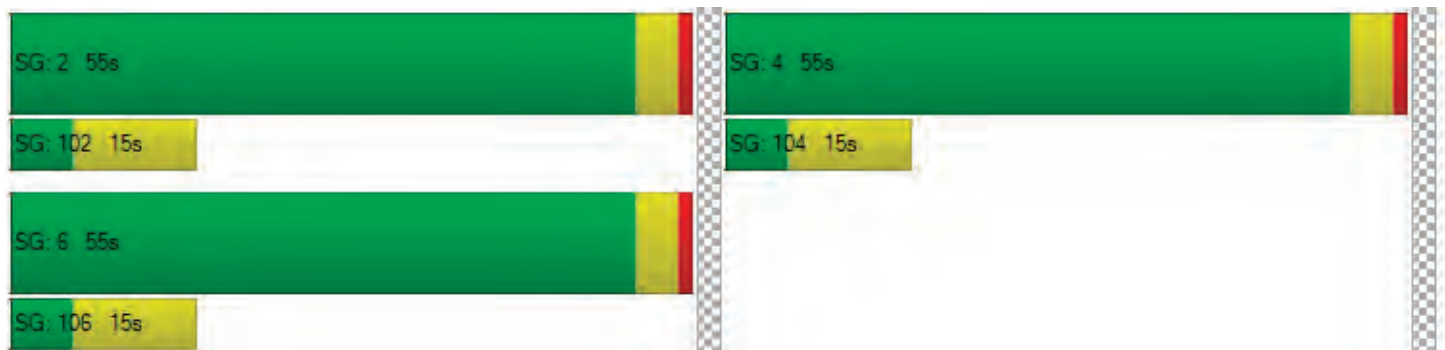
| | | | | | | | | | | | | |
|---------------------------------|------|-------|-------|------|-------|-------|-------|-------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 16.92 | 19.16 | 0.00 | 18.17 | 28.39 | 22.69 | 0.00 | 15.76 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | B | | B | C | C | | B | | | |
| d_A, Approach Delay [s/veh] | | 17.70 | | | 21.92 | | | 21.14 | | | | 0.00 |
| Approach LOS | | B | | | C | | | C | | | | A |
| d_I, Intersection Delay [s/veh] | | 20.39 | | | | | | | | | | |
| Intersection LOS | | C | | | | | | | | | | |
| Intersection V/C | | 0.941 | | | | | | | | | | |

Other Modes

| | | | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | 0.0 | | 9.0 | | 9.0 | | 9.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| d_p, Pedestrian Delay [s] | | 32.75 | | 0.00 | | 32.75 | | 32.75 | | 32.75 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.897 | | 0.000 | | 2.764 | | 1.936 | | |
| Crosswalk LOS | | C | | F | | C | | A | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | | 2000 | | 2000 | | 2000 | | 2000 | | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | | 1224 | | 1224 | | 1224 | | 0 | | |
| d_b, Bicycle Delay [s] | | 6.21 | | 6.21 | | 6.21 | | 41.26 | | |
| I_b,int, Bicycle LOS Score for Intersection | | 2.821 | | 3.073 | | 1.560 | | 4.132 | | |
| Bicycle LOS | | C | | C | | A | | D | | |

Sequence

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



Signal Warrants Report For Intersection 7: Iron Pt/ W Kaiser access

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 | 1605 | 1640 | 38 |
| 2 | 1557 | 1591 | 37 |
| 3 | 1525 | 1558 | 36 |
| 4 | 1428 | 1460 | 34 |
| 5 | 1268 | 1296 | 30 |
| 6 | 1252 | 1279 | 30 |
| 7 | 1236 | 1263 | 29 |
| 8 | 1124 | 1148 | 27 |
| 9 | 1107 | 1132 | 26 |
| 10 | 1091 | 1115 | 26 |
| 11 | 947 | 968 | 22 |
| 12 | 883 | 902 | 21 |
| 13 | 867 | 886 | 21 |
| 14 | 642 | 656 | 15 |
| 15 | 642 | 656 | 15 |
| 16 | 449 | 459 | 11 |
| 17 | 257 | 262 | 6 |
| 18 | 257 | 262 | 6 |
| 19 | 144 | 148 | 3 |
| 20 | 80 | 82 | 2 |
| 21 | 48 | 49 | 1 |
| 22 | 16 | 16 | 0 |
| 23 | 16 | 16 | 0 |
| 24 | 16 | 16 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 4 | 3245 | 1 | 38 | No | No | No | No | No | No | No | No | No | No |
| 2 | 4 | 3148 | 1 | 37 | No | No | No | No | No | No | No | No | No | No |
| 3 | 4 | 3083 | 1 | 36 | No | No | No | No | No | No | No | No | No | No |
| 4 | 4 | 2888 | 1 | 34 | No | No | No | No | No | No | No | No | No | No |
| 5 | 4 | 2564 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 6 | 4 | 2531 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 7 | 4 | 2499 | 1 | 29 | No | No | No | No | No | No | No | No | No | No |
| 8 | 4 | 2272 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 9 | 4 | 2239 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 10 | 4 | 2206 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 11 | 4 | 1915 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 12 | 4 | 1785 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 13 | 4 | 1753 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 14 | 4 | 1298 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 15 | 4 | 1298 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 16 | 4 | 908 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 17 | 4 | 519 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 18 | 4 | 519 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 19 | 4 | 292 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 20 | 4 | 162 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 21 | 4 | 97 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 4 | 32 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 4 | 32 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 4 | 32 | 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) | 21.5 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:13 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 38 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 3283 |
| Number of Approaches on Intersection | 3 |
| Total Volume Condition Met | Yes |
| Warrant Met for Approach | No |
| Warrant Met for Intersection | No |

Signal Warrants Report For Intersection 9: Iron Pt/Safe Credit Union access

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 | 1839 | 1731 | 26 |
| 2 | 1784 | 1679 | 25 |
| 3 | 1747 | 1644 | 25 |
| 4 | 1637 | 1541 | 23 |
| 5 | 1453 | 1367 | 21 |
| 6 | 1434 | 1350 | 20 |
| 7 | 1416 | 1333 | 20 |
| 8 | 1287 | 1212 | 18 |
| 9 | 1269 | 1194 | 18 |
| 10 | 1251 | 1177 | 18 |
| 11 | 1085 | 1021 | 15 |
| 12 | 1011 | 952 | 14 |
| 13 | 993 | 935 | 14 |
| 14 | 736 | 692 | 10 |
| 15 | 736 | 692 | 10 |
| 16 | 515 | 485 | 7 |
| 17 | 294 | 277 | 4 |
| 18 | 294 | 277 | 4 |
| 19 | 166 | 156 | 2 |
| 20 | 92 | 87 | 1 |
| 21 | 55 | 52 | 1 |
| 22 | 18 | 17 | 0 |
| 23 | 18 | 17 | 0 |
| 24 | 18 | 17 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 4 | 3570 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 2 | 4 | 3463 | 1 | 25 | No | No | No | No | No | No | No | No | No | No |
| 3 | 4 | 3391 | 1 | 25 | No | No | No | No | No | No | No | No | No | No |
| 4 | 4 | 3178 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 5 | 4 | 2820 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 6 | 4 | 2784 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 7 | 4 | 2749 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 8 | 4 | 2499 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 9 | 4 | 2463 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 10 | 4 | 2428 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 11 | 4 | 2106 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 12 | 4 | 1963 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 13 | 4 | 1928 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 14 | 4 | 1428 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 15 | 4 | 1428 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 16 | 4 | 1000 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 17 | 4 | 571 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 4 | 571 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 4 | 322 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 4 | 179 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 4 | 107 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 4 | 35 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 4 | 35 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 4 | 35 | 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) | 21.9 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:09 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 26 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 3596 |
| 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 14: Lot 6 access

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, N |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

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

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 30 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 29 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 29 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 26 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 24 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 24 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 23 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 21 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 21 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 20 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 18 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 16 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 16 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 12 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 12 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 9 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 5 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 5 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 3 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 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 | N |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 8.6 | 8.8 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:03 | 0:00 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 24 | 0 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 54 | 54 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Signal Warrants Report For Intersection 15: Lot 1 access

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 | N, S |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|---|
| | E | W | N | S |
| 1 | 58 | 33 | 84 | 0 |
| 2 | 56 | 32 | 81 | 0 |
| 3 | 55 | 31 | 80 | 0 |
| 4 | 52 | 29 | 75 | 0 |
| 5 | 46 | 26 | 66 | 0 |
| 6 | 45 | 26 | 66 | 0 |
| 7 | 45 | 25 | 65 | 0 |
| 8 | 41 | 23 | 59 | 0 |
| 9 | 40 | 23 | 58 | 0 |
| 10 | 39 | 22 | 57 | 0 |
| 11 | 34 | 19 | 50 | 0 |
| 12 | 32 | 18 | 46 | 0 |
| 13 | 31 | 18 | 45 | 0 |
| 14 | 23 | 13 | 34 | 0 |
| 15 | 23 | 13 | 34 | 0 |
| 16 | 16 | 9 | 24 | 0 |
| 17 | 9 | 5 | 13 | 0 |
| 18 | 9 | 5 | 13 | 0 |
| 19 | 5 | 3 | 8 | 0 |
| 20 | 3 | 2 | 4 | 0 |
| 21 | 2 | 1 | 3 | 0 |
| 22 | 1 | 0 | 1 | 0 |
| 23 | 1 | 0 | 1 | 0 |
| 24 | 1 | 0 | 1 | 0 |

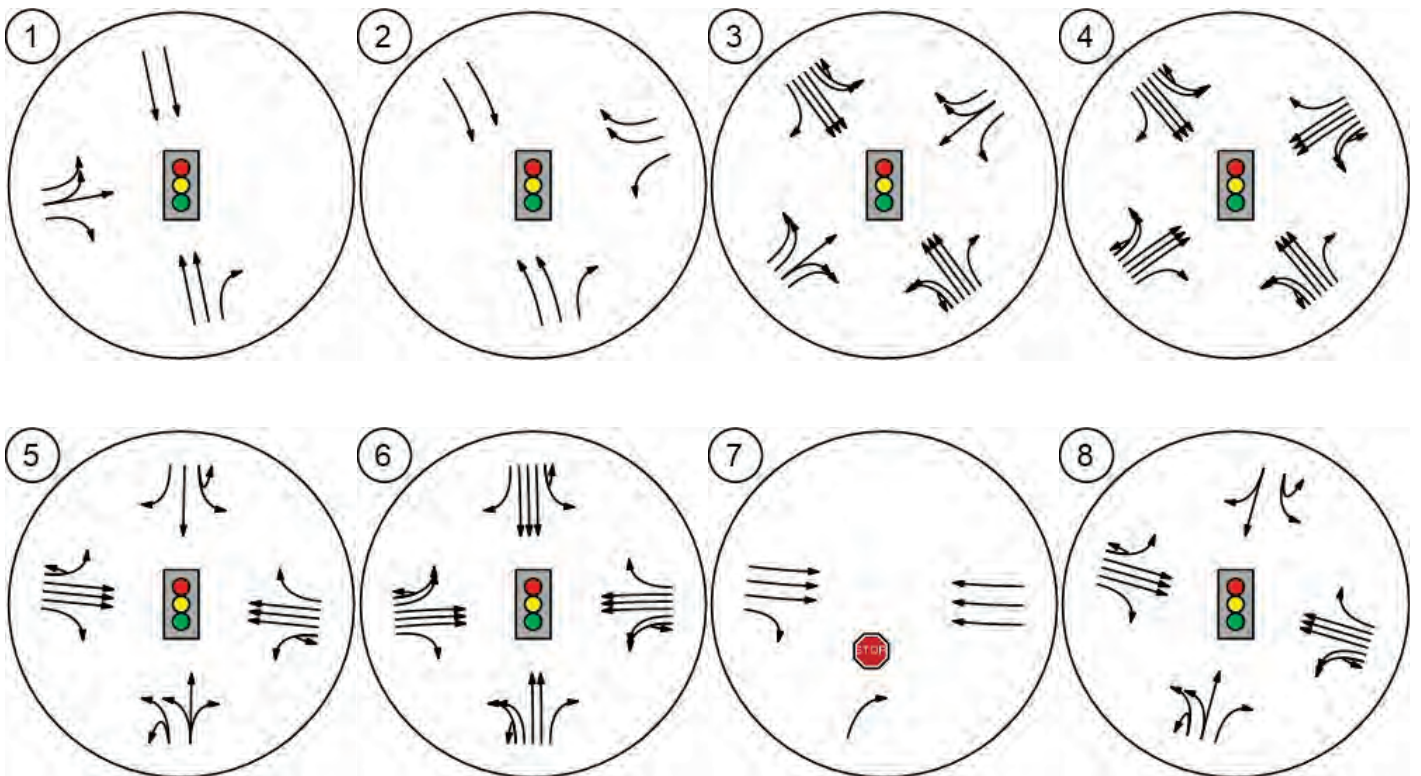
Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 91 | 1 | 84 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 88 | 1 | 81 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 86 | 1 | 80 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 81 | 1 | 75 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 72 | 1 | 66 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 71 | 1 | 66 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 70 | 1 | 65 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 64 | 1 | 59 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 63 | 1 | 58 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 61 | 1 | 57 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 53 | 1 | 50 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 50 | 1 | 46 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 49 | 1 | 45 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 36 | 1 | 34 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 36 | 1 | 34 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 25 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 14 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 14 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 8 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 5 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 3 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| Hours Met | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

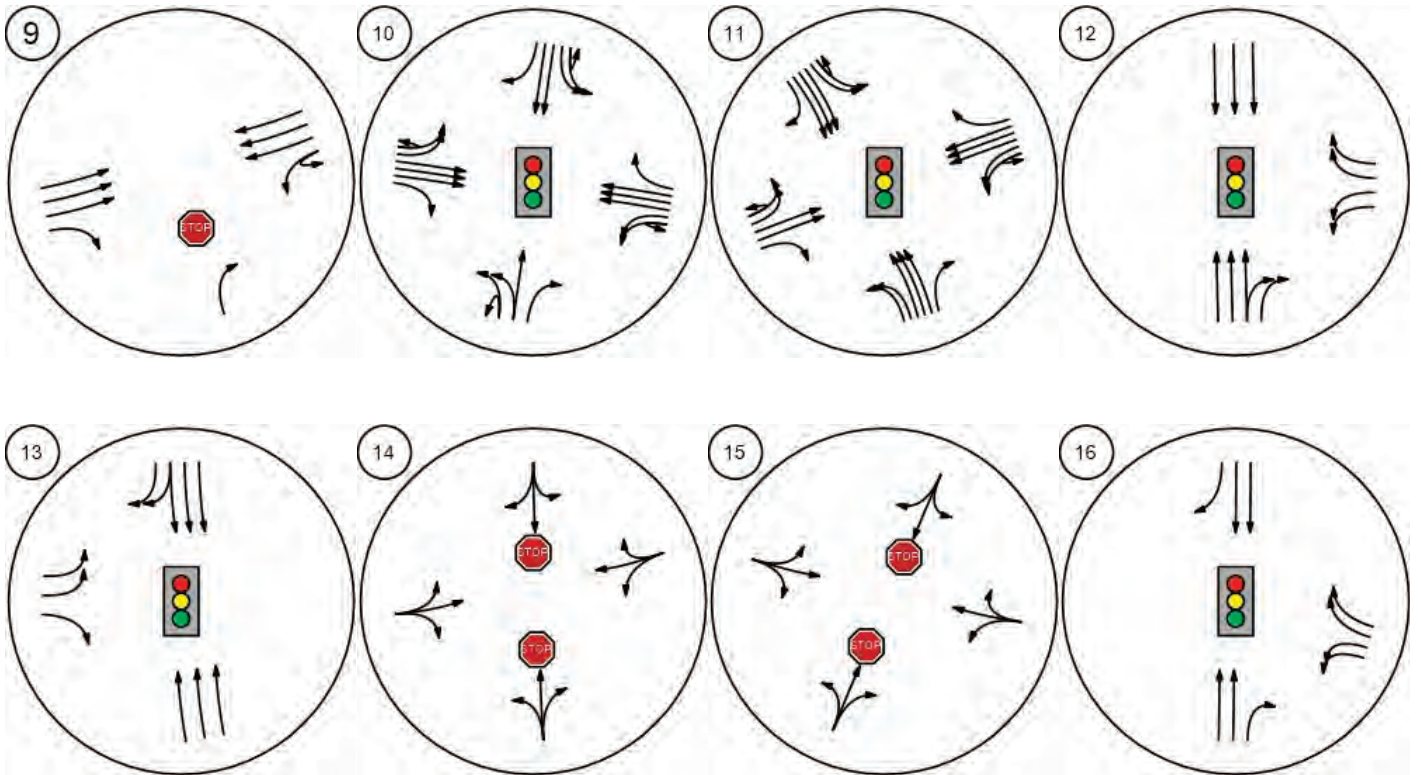
Warrant 3 Condition A

| | | |
|--|-----------|------|
| Orientation | N | S |
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 9.3 | 9 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:13 | 0:00 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 84 | 0 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 175 | 175 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

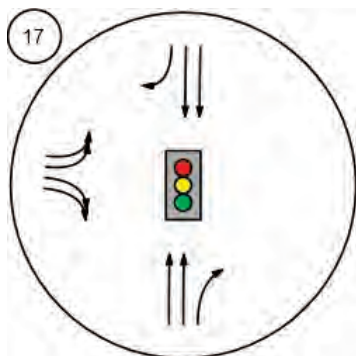
Lane Configuration and Traffic Control



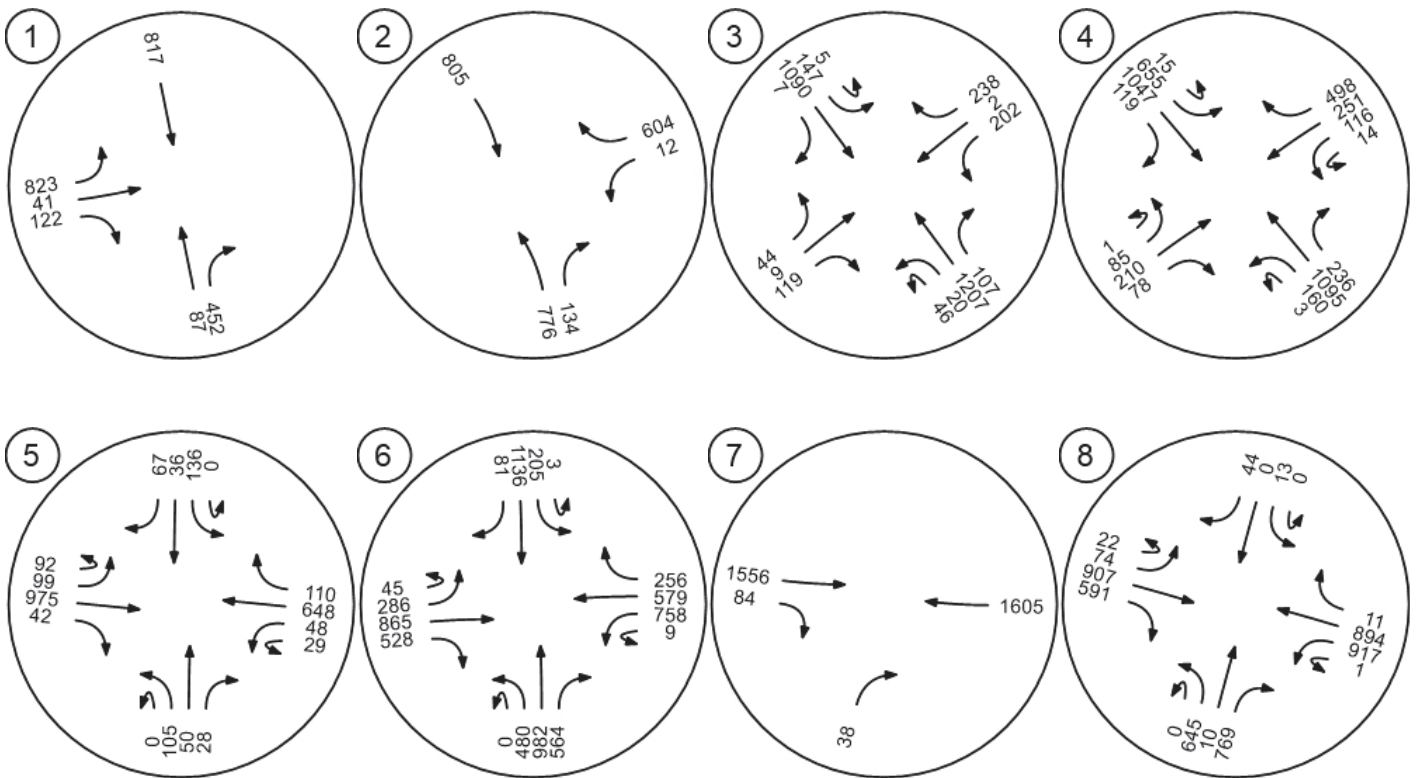
Lane Configuration and Traffic Control



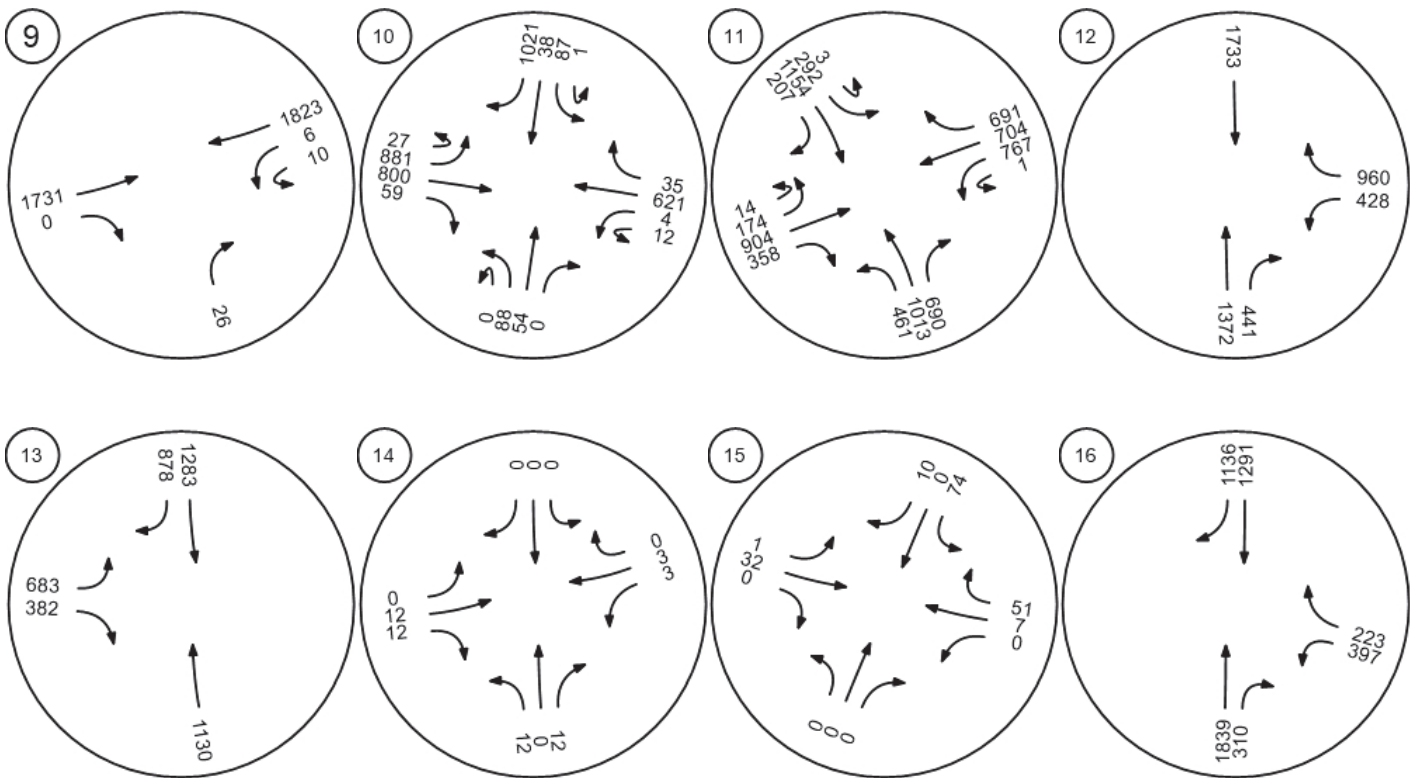
Lane Configuration and Traffic Control



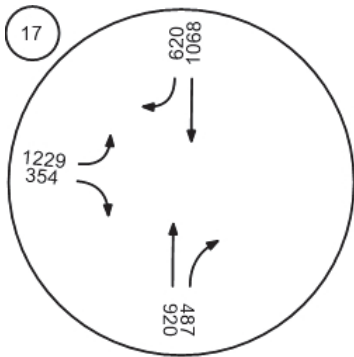
Traffic Volume - Base Volume



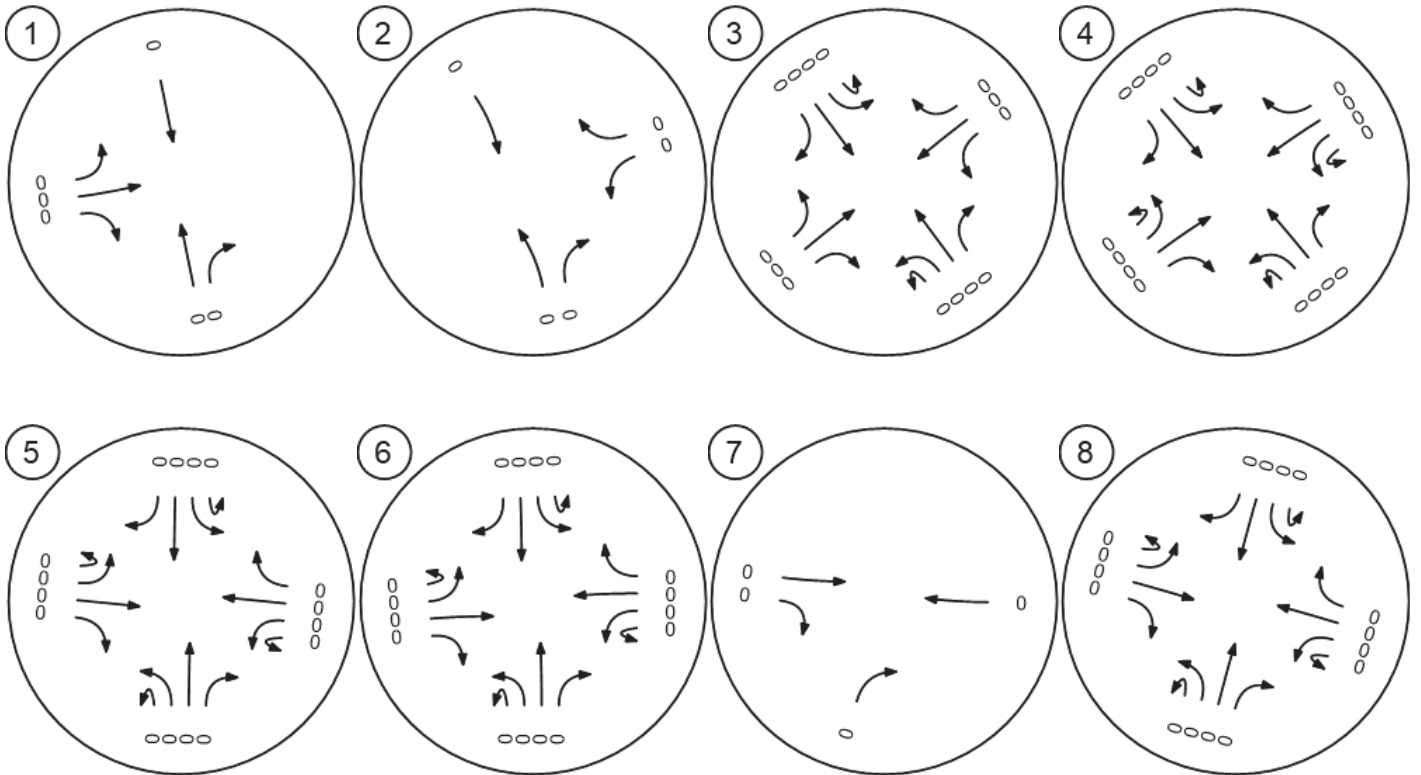
Traffic Volume - Base Volume



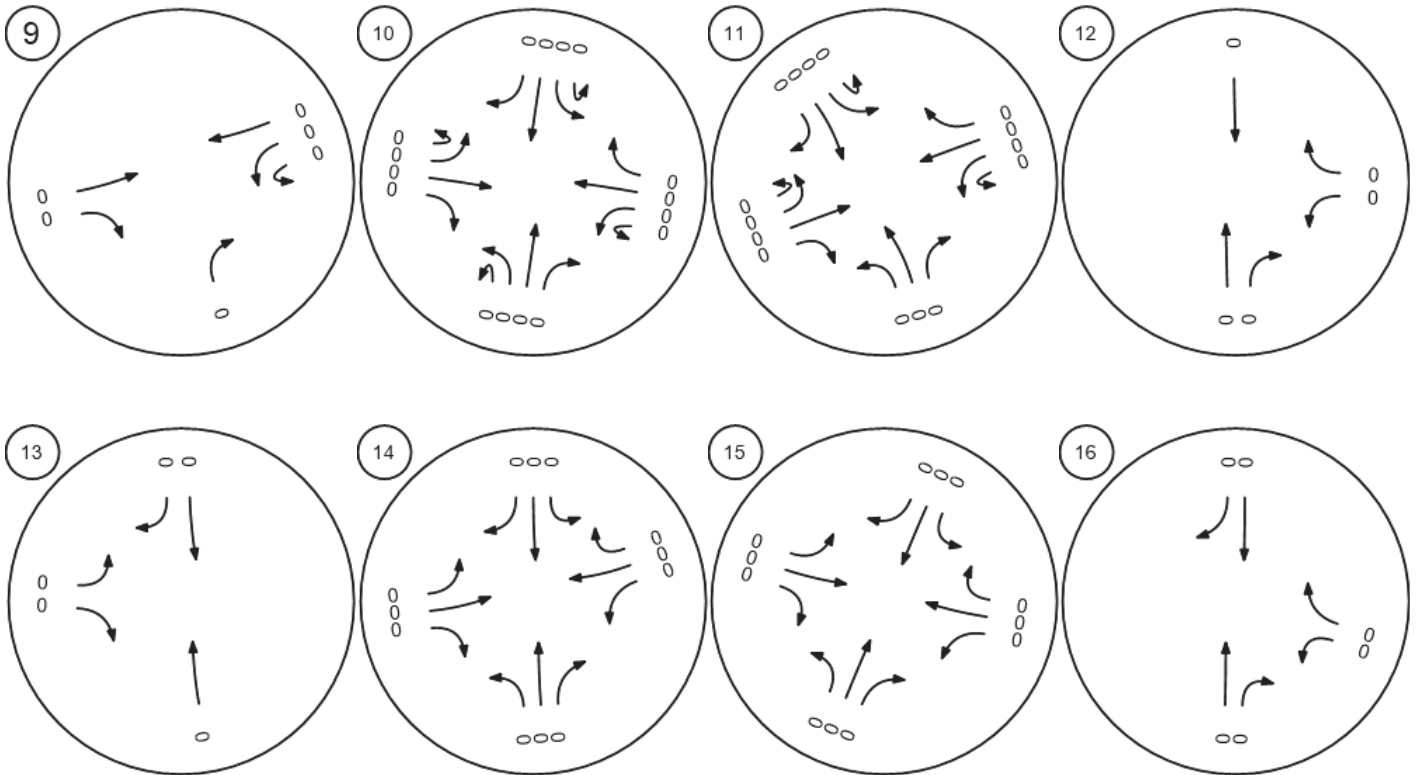
Traffic Volume - Base Volume



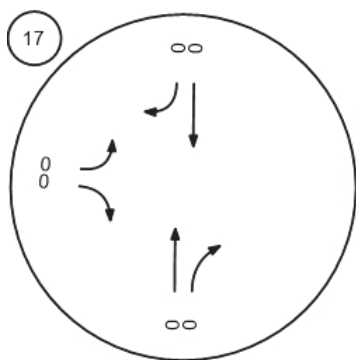
Traffic Volume - Net New Site Trips



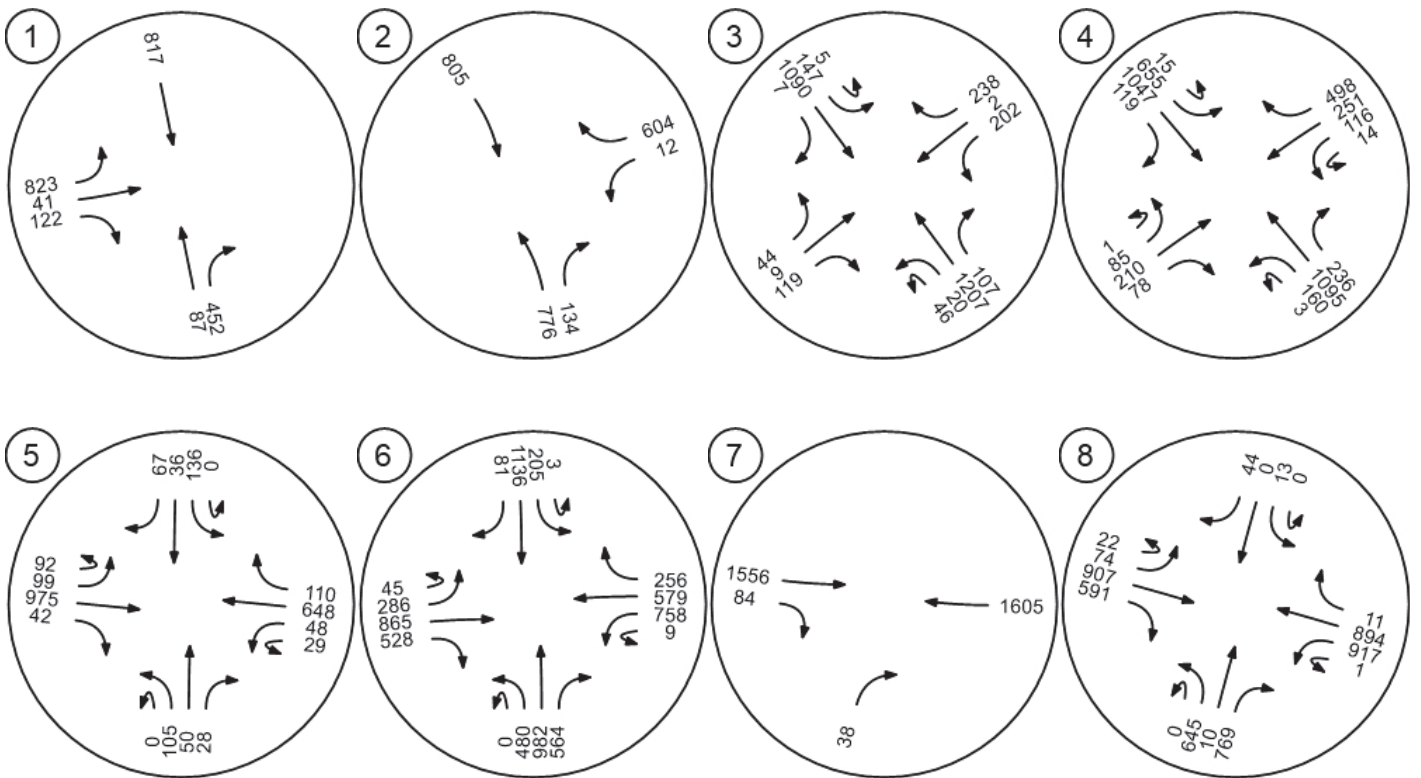
Traffic Volume - Net New Site Trips



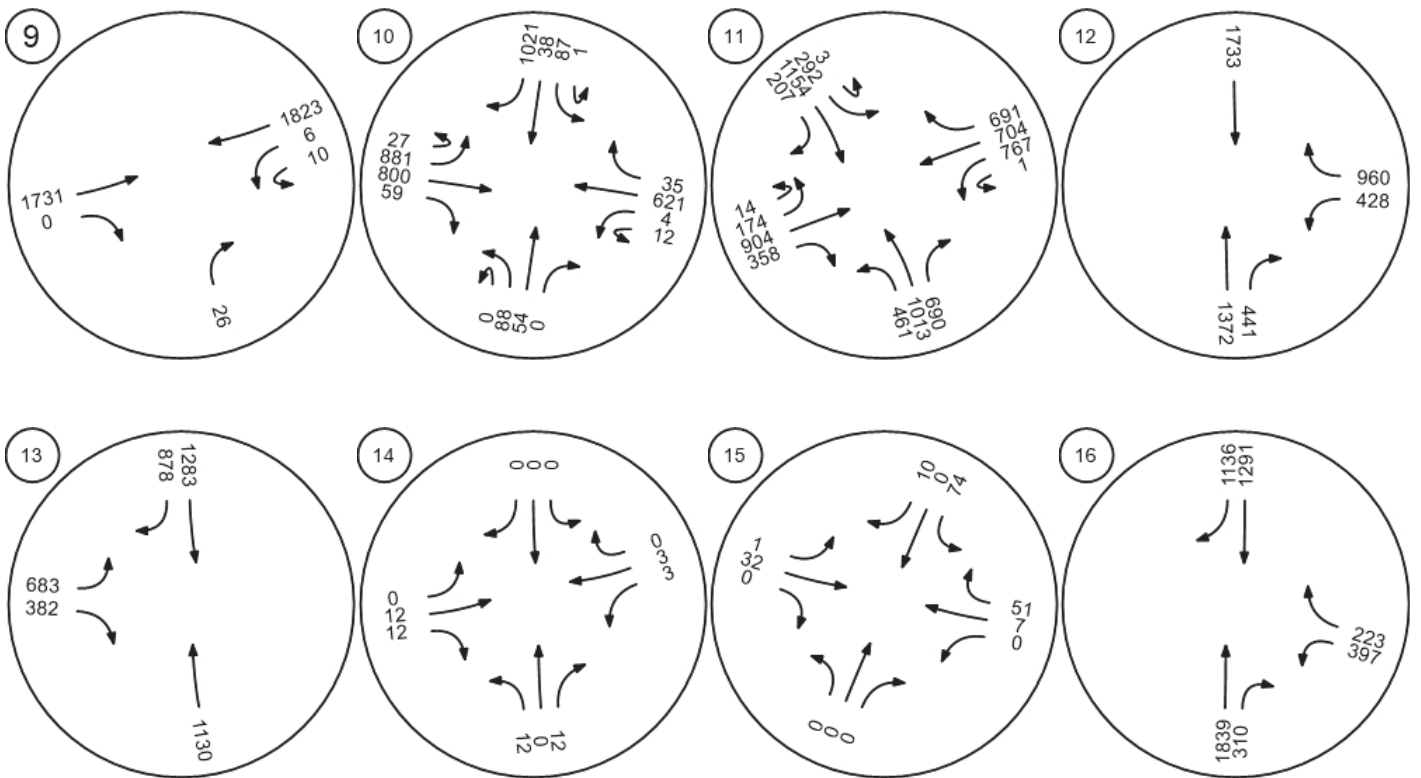
Traffic Volume - Net New Site Trips



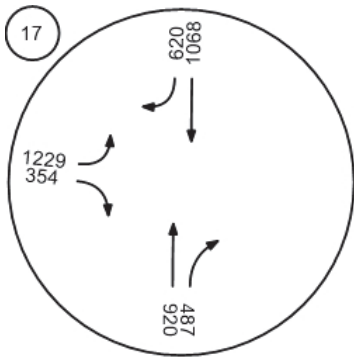
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 5 2035 AM

Report File: Z:\...\2035 AM With Proj Vistro Report.pdf

12/4/2021

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|-------------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Prairie City/US 50 EB | Signalized | HCM 6th Edition | EB Left | 0.852 | 10.6 | B |
| 2 | Prairie City/US 50 WB | Signalized | HCM 6th Edition | WB Right | 0.944 | 17.2 | B |
| 3 | Prairie City/American Aggregates Rd | Signalized | HCM 6th Edition | NB Thru | 0.933 | 53.3 | D |
| 4 | Prairie City/Iron Point | Signalized | HCM 6th Edition | SB Left | 0.786 | 45.7 | D |
| 5 | Iron Point/Grover | Signalized | HCM 6th Edition | WB Left | 0.656 | 48.7 | D |
| 6 | Iron Pt/Oak Ave Pkwy | Signalized | HCM 6th Edition | SB Left | 0.864 | 40.8 | D |
| 7 | Iron Pt/ W Kaiser access | Two-way stop | HCM 6th Edition | NB Right | 0.103 | 18.4 | C |
| 8 | Iron Pt/Rowberry | Signalized | HCM 6th Edition | EB Left | 0.711 | 25.0 | C |
| 9 | Iron Pt/Safe Credit Union access | Two-way stop | HCM 6th Edition | WB Left | 0.136 | 23.9 | C |
| 10 | Iron Pt/Broadstone | Signalized | HCM 6th Edition | WB Left | 0.465 | 18.0 | B |
| 11 | Iron Pt/E Bidwell | Signalized | HCM 6th Edition | EB Left | 0.672 | 37.5 | D |
| 12 | E Bidwell/WB 50 | Signalized | HCM 6th Edition | WB Right | 0.742 | 18.7 | B |
| 13 | E Bidwell/EB 50 | Signalized | HCM 6th Edition | EB Right | 0.764 | 10.9 | B |
| 14 | Lot 6 access | Two-way stop | HCM 6th Edition | NB Left | 0.006 | 9.3 | A |
| 15 | Lot 1 access | Two-way stop | HCM 6th Edition | SB Thru | 0.011 | 10.4 | B |
| 16 | Oak Ave Pkwy/WB 50 | Signalized | HCM 6th Edition | WB Left | 0.965 | 14.4 | B |
| 17 | Oak Ave Pkwy/EB 50 | Signalized | HCM 6th Edition | EB Left | 0.848 | 9.5 | 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: Prairie City/US 50 EB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 10.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.852 |

Intersection Setup

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\|r |  |  | \|\| |  |  | r\|r\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 50.00 | 100.0 | 100.0 | 100.0 | 470.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 1096 | 117 | 0 | 287 | 0 | 755 | 0 | 166 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.30 | 5.30 | 2.00 | 5.30 | 2.00 | 5.30 | 5.30 | 5.30 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 23 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1096 | 94 | 0 | 287 | 0 | 755 | 0 | 116 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.910 | 0.910 | 1.000 | 0.910 | 1.000 | 0.910 | 0.910 | 0.910 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 301 | 26 | 0 | 79 | 0 | 207 | 0 | 32 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 1204 | 103 | 0 | 315 | 0 | 830 | 0 | 127 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 65 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Split | Split | Split | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | Yes | | | Yes | | | No | | | | |
| Maximum Recall | | No | | | No | | | No | | | | |
| Pedestrian Recall | | No | | | No | | | No | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | C | R | C | L | C | R |
|---|------|------|------|-------|-------|-------|
| C, Cycle Length [s] | 39 | 39 | 39 | 39 | 39 | 39 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 16 | 16 | 16 | 12 | 12 | 12 |
| g / C, Green / Cycle | 0.43 | 0.43 | 0.43 | 0.31 | 0.31 | 0.31 |
| (v / s)_i Volume / Saturation Flow Rate | 0.35 | 0.07 | 0.09 | 0.24 | 0.24 | 0.08 |
| s, saturation flow rate [veh/h] | 3466 | 1547 | 3466 | 1734 | 1734 | 1547 |
| c, Capacity [veh/h] | 1480 | 661 | 1480 | 536 | 536 | 479 |
| d1, Uniform Delay [s] | 9.73 | 6.81 | 6.99 | 12.13 | 12.13 | 10.05 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.42 | 0.04 | 0.03 | 0.91 | 0.91 | 0.11 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.81 | 0.16 | 0.21 | 0.77 | 0.77 | 0.27 |
| d, Delay for Lane Group [s/veh] | 10.16 | 6.85 | 7.01 | 13.05 | 13.05 | 10.16 |
| Lane Group LOS | B | A | A | B | B | B |
| Critical Lane Group | Yes | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 3.09 | 0.37 | 0.57 | 2.60 | 2.60 | 0.64 |
| 50th-Percentile Queue Length [ft/ln] | 77.28 | 9.17 | 14.24 | 65.01 | 65.01 | 15.98 |
| 95th-Percentile Queue Length [veh/ln] | 5.56 | 0.66 | 1.03 | 4.68 | 4.68 | 1.15 |
| 95th-Percentile Queue Length [ft/ln] | 139.11 | 16.51 | 25.64 | 117.0 | 117.0 | 28.77 |

Movement, Approach, & Intersection Results

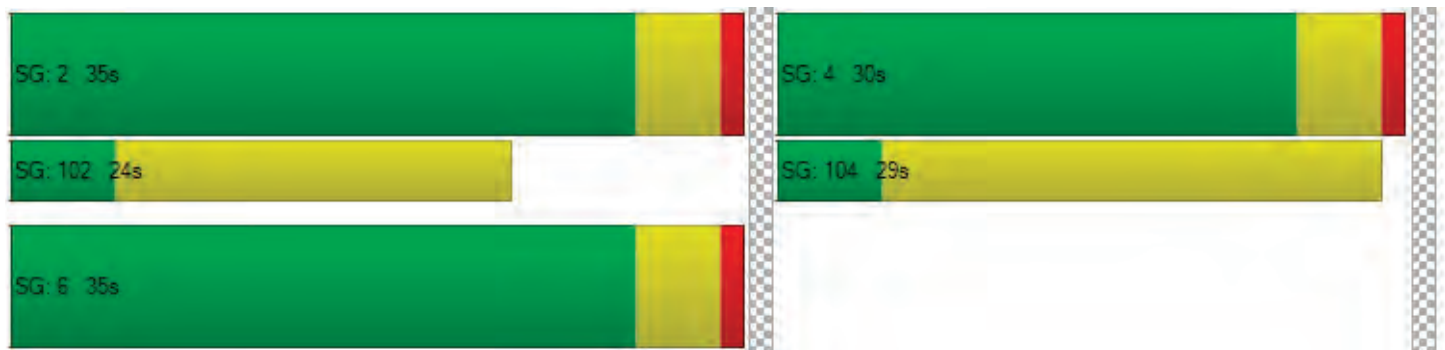
| | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|------|------|------|-------|-------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 10.16 | 6.85 | 0.00 | 7.01 | 0.00 | 13.05 | 13.05 | 10.16 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | A | | A | | B | B | B | | | |
| d_A, Approach Delay [s/veh] | | 9.90 | | | 7.01 | | | 12.66 | | | 0.00 | |
| Approach LOS | | A | | | A | | | B | | | A | |
| d_I, Intersection Delay [s/veh] | 10.57 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.852 | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | |
|--|--|-------|--|--|-------|--|--|-------|--|--|-------|--|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | | 0.0 | | | 0.0 | | | 9.0 | |
| M_corner, Corner Circulation Area [ft²/ped] | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| M_CW, Crosswalk Circulation Area [ft²/ped] | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| d_p, Pedestrian Delay [s] | | 11.33 | | | 0.00 | | | 0.00 | | | 11.33 | |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.642 | | | 0.000 | | | 0.000 | | | 1.501 | |
| Crosswalk LOS | | B | | | F | | | F | | | 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] | | 1551 | | | 1551 | | | 1292 | | | 0 | |
| d_b, Bicycle Delay [s] | | 0.97 | | | 0.97 | | | 2.42 | | | 19.28 | |
| I_b,int, Bicycle LOS Score for Intersection | | 2.657 | | | 1.819 | | | 3.221 | | | 4.132 | |
| Bicycle LOS | | B | | | A | | | C | | | D | |

Sequence

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



**Intersection Level Of Service Report
Intersection 2: Prairie City/US 50 WB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 17.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.944 |

Intersection Setup

| Name | Prairie City | | Prairie City | | WB 50 off | |
|------------------------------|--------------|--------|--------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↑↑↗ | | ↑↑ | | ↖↖↖ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 400.00 | 100.00 | 100.00 | 600.00 | 600.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Prairie City | | Prairie City | | WB 50 off | |
|--|--------------|--------|--------------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1511 | 340 | 0 | 284 | 3 | 899 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 180 |
| Total Hourly Volume [veh/h] | 1511 | 340 | 0 | 284 | 3 | 719 |
| Peak Hour Factor | 0.8800 | 0.8800 | 1.0000 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 429 | 97 | 0 | 81 | 1 | 204 |
| Total Analysis Volume [veh/h] | 1717 | 386 | 0 | 323 | 3 | 817 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Unsignalized | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|--------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 6 | 0 | 0 | 6 | 6 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 50 | 0 |
| Amber [s] | 4.1 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 56 | 0 |
| Vehicle Extension [s] | 1.5 | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 20 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.1 | 0.0 | 0.0 | 3.1 | 3.1 | 0.0 |
| Minimum Recall | Yes | | | Yes | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | L | R |
|---|-------|------|-------|-------|
| C, Cycle Length [s] | 69 | 69 | 69 | 69 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 36 | 36 | 22 | 22 |
| g / C, Green / Cycle | 0.53 | 0.53 | 0.32 | 0.32 |
| (v / s)_i Volume / Saturation Flow Rate | 0.49 | 0.09 | 0.00 | 0.29 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 1767 | 2791 |
| c, Capacity [veh/h] | 1859 | 1859 | 574 | 907 |
| d1, Uniform Delay [s] | 15.00 | 8.48 | 15.68 | 22.13 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.91 | 0.02 | 0.00 | 1.39 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | |
|---------------------------------------|--------|-------|-------|--------|
| X, volume / capacity | 0.92 | 0.17 | 0.01 | 0.90 |
| d, Delay for Lane Group [s/veh] | 15.91 | 8.50 | 15.68 | 23.52 |
| Lane Group LOS | B | A | B | C |
| Critical Lane Group | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 10.49 | 1.10 | 0.03 | 5.94 |
| 50th-Percentile Queue Length [ft/ln] | 262.34 | 27.39 | 0.75 | 148.42 |
| 95th-Percentile Queue Length [veh/ln] | 15.81 | 1.97 | 0.05 | 9.93 |
| 95th-Percentile Queue Length [ft/ln] | 395.15 | 49.31 | 1.36 | 248.32 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|------|------|------|-------|-------|
| d_M, Delay for Movement [s/veh] | 15.91 | 0.00 | 0.00 | 8.50 | 15.68 | 23.52 |
| Movement LOS | B | | | A | B | C |
| d_A, Approach Delay [s/veh] | 15.91 | | 8.50 | | 23.49 | |
| Approach LOS | B | | A | | C | |
| d_I, Intersection Delay [s/veh] | 17.25 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.944 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 24.17 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 2.616 |
| Crosswalk LOS | F | F | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1484 | 1484 | 1484 |
| d_b, Bicycle Delay [s] | 2.28 | 2.28 | 2.28 |
| I_b,int, Bicycle LOS Score for Intersection | 2.976 | 1.826 | 1.560 |
| Bicycle LOS | C | A | A |

Sequence

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



Intersection Level Of Service Report
Intersection 3: Prairie City/American Aggregates Rd

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 53.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.933 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100 | 100 | 100 | 100 | 400 | 100 | 100 | 100 | 100.0 | 100.0 | 100.0 | 130.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | | No | | | | No | | | No | | |
| Crosswalk | No | | | | Yes | | | | Yes | | | Yes | | |

Volumes

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|--|--------------|------|------|------|--------------|------|------|------|-------|-------|-------|-------|-------|-------|
| | 24 | 92 | 177 | 509 | 8 | 676 | 827 | 23 | 0 | 0 | 1 | 202 | 2 | 366 |
| Base Volume Input [veh/h] | 24 | 92 | 177 | 509 | 8 | 676 | 827 | 23 | 0 | 0 | 1 | 202 | 2 | 366 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 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 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 267 |
| Total Hourly Volume [veh/h] | 24 | 92 | 177 | 397 | 8 | 676 | 827 | 23 | 0 | 0 | 0 | 202 | 2 | 99 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.810 | 0.810 | 0.810 | 0.810 | 0.810 | 0.810 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 7 | 28 | 548 | 123 | 2 | 209 | 255 | 7 | 0 | 0 | 0 | 62 | 1 | 31 |
| Total Analysis Volume [veh/h] | 30 | 114 | 219 | 490 | 10 | 835 | 102 | 28 | 0 | 0 | 0 | 249 | 2 | 122 |
| 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 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 9 | | | | 0 | | | 3 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 3 | | | | 0 | | | 9 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 1 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 1 | | | | 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] | 164 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Per | Per | Prot | Per | Per | Split | Split | Split | Split | Split | Split |
|------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 0 | 3 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 0 |
| Maximum Green [s] | 0 | 30 | 50 | 0 | 0 | 50 | 50 | 0 | 30 | 24 | 0 | 0 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 3.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 56 | 0 | 0 | 55 | 56 | 0 | 0 | 29 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 2.0 | 5.0 | 0.0 | 3.0 | 2.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 18 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 2.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | | | No | |
| Maximum Recall | | No | No | | | No | No | | | No | | | No | |
| Pedestrian Recall | | 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 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|------|------|------|------|-------|-------|-------|
| C, Cycle Length [s] | 126 | 126 | 126 | 126 | 126 | 126 | 126 | 126 | 126 | 126 | 126 | 126 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.00 | 6.00 | 4.50 | 6.00 | 6.00 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.00 | 4.00 | 2.50 | 4.00 | 4.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 7 | 50 | 50 | 34 | 76 | 76 | 0 | 0 | 0 | 22 | 22 | 22 |
| g / C, Green / Cycle | 0.06 | 0.40 | 0.40 | 0.27 | 0.61 | 0.61 | 0.00 | 0.00 | 0.00 | 0.18 | 0.18 | 0.18 |
| (v / s)_i Volume / Saturation Flow Rate | 0.04 | 0.43 | 0.31 | 0.24 | 0.20 | 0.02 | 0.00 | 0.00 | 0.00 | 0.14 | 0.04 | 0.04 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 1589 | 3459 | 5094 | 1589 | 3459 | 1870 | 1589 | 1781 | 1566 | 1558 |
| c, Capacity [veh/h] | 203 | 2026 | 632 | 926 | 3091 | 964 | 0 | 0 | 0 | 319 | 281 | 279 |
| d1, Uniform Delay [s] | 58.11 | 37.85 | 32.95 | 44.60 | 12.15 | 9.89 | 0.00 | 0.00 | 0.00 | 49.21 | 44.08 | 44.04 |
| k, delay calibration | 0.04 | 0.23 | 0.35 | 0.04 | 0.23 | 0.23 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.72 | 41.40 | 6.42 | 1.57 | 0.13 | 0.03 | 0.00 | 0.00 | 0.00 | 1.57 | 0.15 | 0.15 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|-------|
| X, volume / capacity | 0.71 | 1.08 | 0.77 | 0.91 | 0.33 | 0.03 | 0.00 | 0.00 | 0.00 | 0.78 | 0.22 | 0.22 |
| d, Delay for Lane Group [s/veh] | 59.82 | 79.25 | 39.37 | 46.17 | 12.29 | 9.92 | 0.00 | 0.00 | 0.00 | 50.78 | 44.22 | 44.19 |
| Lane Group LOS | E | F | D | D | B | A | A | A | A | D | D | D |
| Critical Lane Group | No | Yes | No | Yes | No | No | No | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 2.30 | 28.07 | 13.95 | 12.87 | 4.64 | 0.32 | 0.00 | 0.00 | 0.00 | 7.59 | 1.68 | 1.67 |
| 50th-Percentile Queue Length [ft/ln] | 57.46 | 701.7 | 348.7 | 321.8 | 116.0 | 7.88 | 0.00 | 0.00 | 0.00 | 189.8 | 41.93 | 41.71 |
| 95th-Percentile Queue Length [veh/ln] | 4.14 | 38.86 | 20.07 | 18.76 | 8.18 | 0.57 | 0.00 | 0.00 | 0.00 | 12.11 | 3.02 | 3.00 |
| 95th-Percentile Queue Length [ft/ln] | 103.4 | 971.4 | 501.8 | 468.9 | 204.4 | 14.19 | 0.00 | 0.00 | 0.00 | 302.7 | 75.48 | 75.08 |

Movement, Approach, & Intersection Results

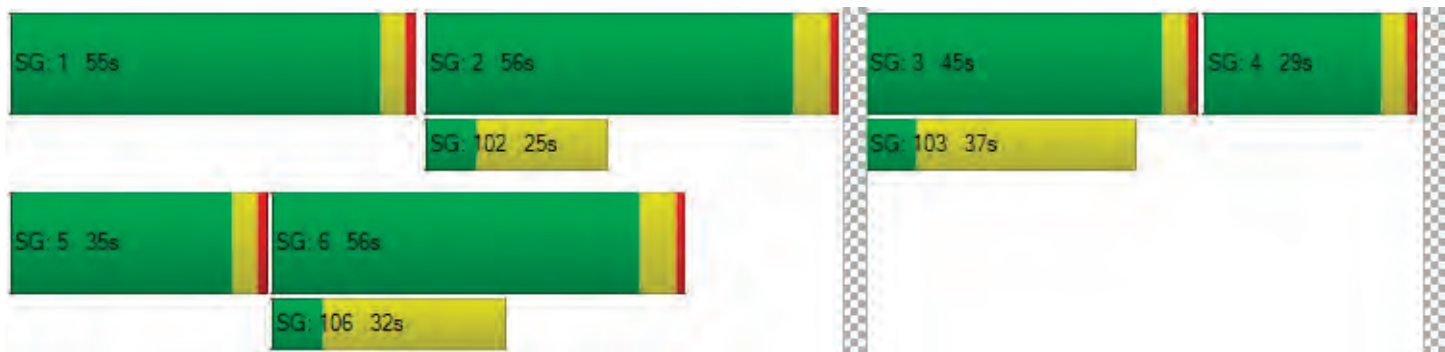
| | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|------|------|------|-------|------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 59.8 | 59.8 | 79.2 | 39.3 | 46.1 | 46.1 | 12.2 | 9.92 | 0.00 | 0.00 | 0.00 | 50.78 | 44.22 | 44.21 |
| Movement LOS | E | E | F | D | D | D | B | A | A | A | A | D | D | D |
| d_A, Approach Delay [s/veh] | 71.34 | | | 27.37 | | | 0.00 | | | 48.60 | | | | |
| Approach LOS | E | | | C | | | A | | | D | | | | |
| d_I, Intersection Delay [s/veh] | 53.32 | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | |
| Intersection V/C | 0.933 | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 52.25 | 52.25 | 52.25 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.419 | 2.494 | 3.101 |
| Crosswalk LOS | F | C | B | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 797 | 797 | 390 | 645 |
| d_b, Bicycle Delay [s] | 22.73 | 22.73 | 40.66 | 28.80 |
| I_b,int, Bicycle LOS Score for Intersection | 3.158 | 2.142 | 1.561 | 2.616 |
| Bicycle LOS | C | B | A | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 45.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.786 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 197 | 158 | 360 | 6 | 485 | 120 | 197 | 3 | 48 | 298 | 96 | 6 | 235 | 345 | 607 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 197 | 158 | 360 | 6 | 487 | 120 | 197 | 3 | 48 | 298 | 96 | 6 | 235 | 345 | 612 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 59 | 479 | 108 | 2 | 147 | 361 | 59 | 1 | 14 | 90 | 29 | 2 | 71 | 104 | 184 |
| Total Analysis Volume [veh/h] | 4 | 237 | 191 | 434 | 7 | 587 | 144 | 237 | 4 | 58 | 359 | 116 | 7 | 283 | 416 | 737 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 2 | | | | 7 | | | | 42 | | | | 3 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 42 | | | | 3 | | | | 2 | | | | 7 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 5 | | | | 40 | | | | 4 | | | | 14 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 14 | | | | 4 | | | | 40 | | | | 5 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 40 | 0 | 0 | 35 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 40 | 0 | 0 | 40 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 149 | 149 | 149 | 149 | 149 | 149 | 149 | 149 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 13 | 63 | 25 | 75 | 4 | 27 | 15 | 37 |
| g / C, Green / Cycle | 0.08 | 0.42 | 0.17 | 0.50 | 0.03 | 0.18 | 0.10 | 0.25 |
| (v / s)_i Volume / Saturation Flow Rate | 0.07 | 0.38 | 0.17 | 0.28 | 0.02 | 0.07 | 0.08 | 0.08 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 3459 | 5094 | 3459 | 5094 | 3459 | 5094 |
| c, Capacity [veh/h] | 293 | 2146 | 579 | 2549 | 102 | 906 | 345 | 1264 |
| d1, Uniform Delay [s] | 67.27 | 40.09 | 62.20 | 26.03 | 71.66 | 54.31 | 66.10 | 45.97 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.22 | 0.55 | 18.21 | 0.07 | 2.20 | 0.10 | 2.15 | 0.06 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|--------|--------|--------|
| X, volume / capacity | 0.82 | 0.89 | 1.03 | 0.57 | 0.61 | 0.40 | 0.84 | 0.33 |
| d, Delay for Lane Group [s/veh] | 69.49 | 40.64 | 80.42 | 26.10 | 73.86 | 54.42 | 68.25 | 46.03 |
| Lane Group LOS | E | D | F | C | E | D | E | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.63 | 21.69 | 12.46 | 12.01 | 1.21 | 4.03 | 5.56 | 4.28 |
| 50th-Percentile Queue Length [ft/ln] | 115.82 | 542.29 | 311.40 | 300.28 | 30.26 | 100.64 | 138.88 | 106.96 |
| 95th-Percentile Queue Length [veh/ln] | 8.16 | 29.33 | 18.48 | 17.70 | 2.18 | 7.25 | 9.42 | 7.67 |
| 95th-Percentile Queue Length [ft/ln] | 204.06 | 733.25 | 462.11 | 442.38 | 54.46 | 181.16 | 235.52 | 191.76 |

Movement, Approach, & Intersection Results

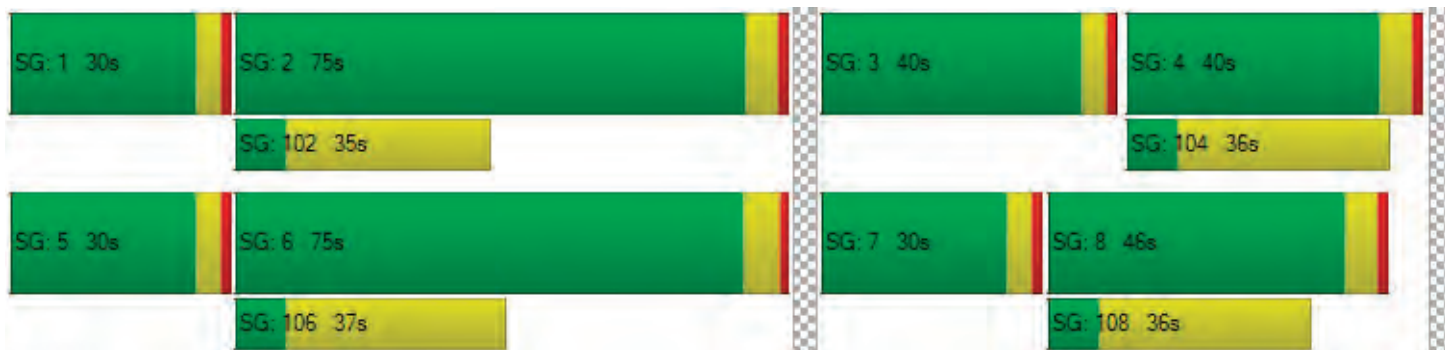
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 69.4 | 69.4 | 40.6 | 0.00 | 80.4 | 80.4 | 26.1 | 0.00 | 73.8 | 73.8 | 54.4 | 0.00 | 68.2 | 68.2 | 46.0 | 0.00 |
| Movement LOS | E | E | D | | F | F | C | | E | E | D | | E | E | D | |
| d_A, Approach Delay [s/veh] | 43.87 | | | | 41.92 | | | | 57.28 | | | | 55.16 | | | |
| Approach LOS | D | | | | D | | | | E | | | | E | | | |
| d_I, Intersection Delay [s/veh] | 45.68 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.786 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 151.69 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 64.03 | 64.03 | 64.03 | 64.03 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.369 | 3.308 | 3.095 | 3.152 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 931 | 925 | 462 | 543 |
| d_b, Bicycle Delay [s] | 21.31 | 21.58 | 44.12 | 39.62 |
| I_b,int, Bicycle LOS Score for Intersection | 2.743 | 2.359 | 1.759 | 1.792 |
| 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 5: Iron Point/Grover**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 48.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.656 |

Intersection Setup

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | | | | | | | | | | | | | | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 100. | 100. | 100. | 200. | 200. | 100. | 100. | 230. | 210. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | No | | | |

Volumes

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|--------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 153 | 75 | 29 | 0 | 149 | 95 | 136 | 128 | 63 | 699 | 145 | 32 | 200 | 770 | 144 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 5 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 84 | 0 | 0 | 0 | 58 |
| Total Hourly Volume [veh/h] | 0 | 153 | 75 | 19 | 0 | 150 | 95 | 99 | 128 | 63 | 701 | 61 | 32 | 201 | 775 | 88 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 51 | 25 | 6 | 0 | 50 | 32 | 33 | 43 | 21 | 234 | 20 | 11 | 67 | 258 | 29 |
| Total Analysis Volume [veh/h] | 0 | 204 | 100 | 25 | 0 | 200 | 127 | 132 | 171 | 84 | 935 | 81 | 43 | 268 | 103 | 117 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 510 | | | | 20 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 20 | | | | 510 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 11 | | | | 19 | | | | 3 | | | | 172 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 3 | | | | 172 | | | | 11 | | | | 19 | | | |
| 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 | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 0 | 0 | 3 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 30 | 69 | 0 | 0 | 30 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 15 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|----|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 27 |
| Pedestrian Clearance [s] | 30 |

Lane Group Calculations

| Lane Group | L | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 14 | 14 | 40 | 40 | 40 | 21 | 35 | 35 | 25 | 39 | 39 |
| g / C, Green / Cycle | 0.11 | 0.11 | 0.30 | 0.30 | 0.30 | 0.16 | 0.26 | 0.26 | 0.19 | 0.29 | 0.29 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.09 | 0.11 | 0.07 | 0.13 | 0.14 | 0.18 | 0.05 | 0.17 | 0.20 | 0.10 |
| s, saturation flow rate [veh/h] | 1781 | 1800 | 1781 | 1870 | 1039 | 1781 | 5094 | 1547 | 1781 | 5094 | 1129 |
| c, Capacity [veh/h] | 193 | 195 | 534 | 561 | 312 | 281 | 1337 | 406 | 336 | 1495 | 331 |
| d1, Uniform Delay [s] | 58.42 | 58.42 | 36.83 | 35.08 | 35.66 | 55.24 | 44.44 | 38.23 | 53.20 | 41.76 | 35.94 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.12 | 0.19 | 0.19 | 0.24 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.00 | 3.94 | 0.16 | 0.08 | 0.34 | 11.94 | 1.15 | 0.41 | 20.01 | 0.99 | 1.10 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.85 | 0.85 | 0.37 | 0.23 | 0.42 | 0.91 | 0.70 | 0.20 | 0.93 | 0.69 | 0.35 |
| d, Delay for Lane Group [s/veh] | 62.43 | 62.36 | 36.99 | 35.15 | 36.00 | 67.18 | 45.59 | 38.64 | 73.21 | 42.75 | 37.03 |
| Lane Group LOS | E | E | D | D | D | E | D | D | E | D | D |
| Critical Lane Group | Yes | No | No | No | Yes | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 5.64 | 5.69 | 5.20 | 3.14 | 3.34 | 9.35 | 9.46 | 2.13 | 12.09 | 10.18 | 3.04 |
| 50th-Percentile Queue Length [ft/ln] | 141.09 | 142.35 | 130.1 | 78.62 | 83.49 | 233.7 | 236.4 | 53.23 | 302.3 | 254.5 | 75.95 |
| 95th-Percentile Queue Length [veh/ln] | 9.54 | 9.61 | 8.95 | 5.66 | 6.01 | 14.36 | 14.50 | 3.83 | 17.80 | 15.42 | 5.47 |
| 95th-Percentile Queue Length [ft/ln] | 238.49 | 240.18 | 223.6 | 141.5 | 150.2 | 359.1 | 362.5 | 95.81 | 444.9 | 385.4 | 136.7 |

Movement, Approach, & Intersection Results

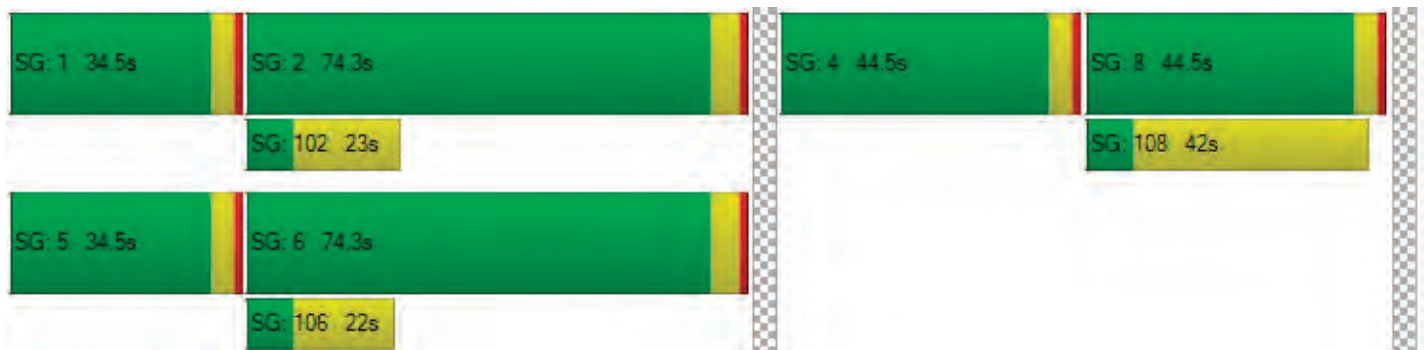
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 62.4 | 62.4 | 62.3 | 62.3 | 36.9 | 36.9 | 35.1 | 36.0 | 67.1 | 67.1 | 45.5 | 38.6 | 73.2 | 73.2 | 42.7 | 37.0 |
| Movement LOS | E | E | E | E | D | D | D | D | E | E | D | D | E | E | D | D |
| d_A, Approach Delay [s/veh] | 62.39 | | | | 36.20 | | | | 49.48 | | | | 48.78 | | | |
| Approach LOS | E | | | | D | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 48.66 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.656 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 0.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 363.11 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 56.04 | 56.04 | 56.04 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.265 | 2.411 | 3.200 | 0.000 |
| Crosswalk LOS | B | B | C | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 601 | 601 | 1036 | 1036 |
| d_b, Bicycle Delay [s] | 32.59 | 32.59 | 15.46 | 15.46 |
| I_b,int, Bicycle LOS Score for Intersection | 1.782 | 2.048 | 2.259 | 2.371 |
| Bicycle LOS | A | B | B | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 6: Iron Pt/Oak Ave Pkwy**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 40.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.864 |

Intersection Setup

| Name | | | | | Oak Ave Pkwy | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 200. | 100. | 100. | 200. | 200. | 100. | 100. | 200. | 200. | 100. | 100. | 200. | 200. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100. | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | | | | | Oak Ave Pkwy | | | | Iron Pt | | | | Iron Pt | | | |
|--|------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 417 | 880 | 442 | 3 | 295 | 970 | 399 | 2 | 169 | 669 | 399 | 29 | 404 | 705 | 118 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 15 | 8 | 8 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 417 | 880 | 449 | 3 | 298 | 970 | 399 | 2 | 169 | 672 | 399 | 29 | 419 | 713 | 126 |
| Peak Hour Factor | 0.98 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 113 | 239 | 122 | 1 | 81 | 264 | 108 | 1 | 46 | 183 | 108 | 8 | 114 | 194 | 34 |
| Total Analysis Volume [veh/h] | 0 | 453 | 957 | 488 | 3 | 324 | 105 | 434 | 2 | 184 | 730 | 434 | 32 | 455 | 775 | 137 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 | 0 | 5 | 2 | 0 | 1 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | Lea | Lea | - | - |
| Minimum Green [s] | 0 | 7 | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 7 | 7 | 0 | 7 | 7 | 7 | 0 |
| Maximum Green [s] | 0 | 21 | 55 | 0 | 0 | 27 | 61 | 0 | 0 | 20 | 33 | 0 | 28 | 28 | 41 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 3.5 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 26 | 61 | 0 | 0 | 32 | 67 | 0 | 0 | 25 | 39 | 0 | 33 | 33 | 47 | 0 |
| Vehicle Extension [s] | 0.0 | 1.0 | 2.0 | 0.0 | 0.0 | 1.0 | 2.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 35 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 32 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 2.5 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | Yes | | | No | Yes | |
| 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 7 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 109 | 109 | 109 | 109 | 109 | 109 | 109 | 109 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 5.50 | 4.50 | 5.50 | 4.50 | 5.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 3.50 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 16 | 32 | 22 | 37 | 8 | 18 | 17 | 27 |
| g / C, Green / Cycle | 0.15 | 0.29 | 0.20 | 0.34 | 0.07 | 0.16 | 0.16 | 0.25 |
| (v / s)_i Volume / Saturation Flow Rate | 0.13 | 0.27 | 0.18 | 0.21 | 0.05 | 0.14 | 0.14 | 0.15 |
| s, saturation flow rate [veh/h] | 3459 | 3560 | 1781 | 5094 | 3459 | 5094 | 3459 | 5094 |
| c, Capacity [veh/h] | 516 | 1046 | 356 | 1754 | 249 | 830 | 553 | 1277 |
| d1, Uniform Delay [s] | 45.35 | 37.14 | 42.72 | 29.52 | 49.55 | 44.53 | 44.74 | 36.06 |
| k, delay calibration | 0.04 | 0.04 | 0.20 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.93 | 1.43 | 16.22 | 0.12 | 1.67 | 1.23 | 1.87 | 0.17 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| X, volume / capacity | 0.88 | 0.91 | 0.92 | 0.60 | 0.75 | 0.88 | 0.88 | 0.61 |
| d, Delay for Lane Group [s/veh] | 47.28 | 38.57 | 58.93 | 29.64 | 51.22 | 45.76 | 46.61 | 36.24 |
| Lane Group LOS | D | D | E | C | D | D | D | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.08 | 12.27 | 10.13 | 7.51 | 2.53 | 6.45 | 6.52 | 6.04 |
| 50th-Percentile Queue Length [ft/ln] | 152.04 | 306.87 | 253.15 | 187.86 | 63.20 | 161.35 | 162.90 | 150.90 |
| 95th-Percentile Queue Length [veh/ln] | 10.13 | 18.02 | 15.34 | 12.01 | 4.55 | 10.62 | 10.70 | 10.07 |
| 95th-Percentile Queue Length [ft/ln] | 253.15 | 450.52 | 383.62 | 300.26 | 113.76 | 265.51 | 267.56 | 251.63 |

Movement, Approach, & Intersection Results

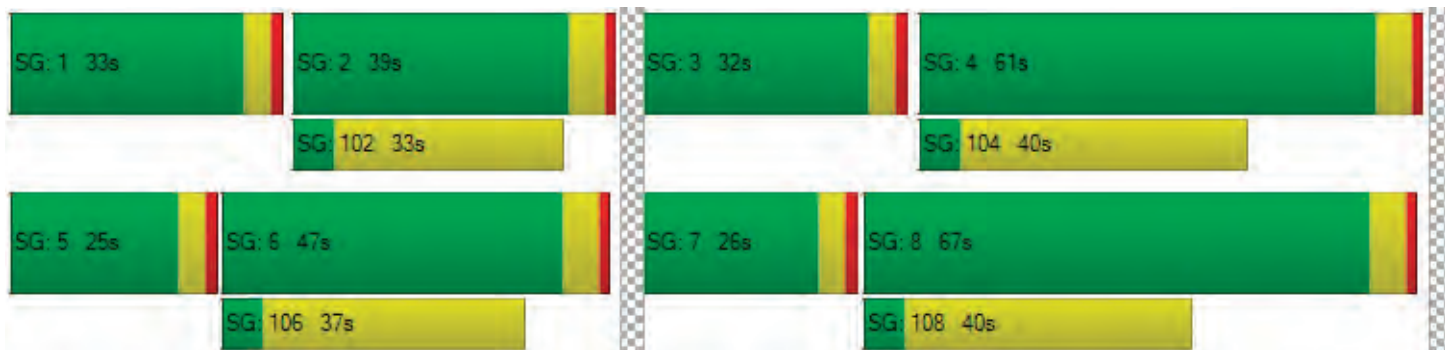
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 47.2 | 47.2 | 38.5 | 0.00 | 58.9 | 58.9 | 29.6 | 0.00 | 51.2 | 51.2 | 45.7 | 0.00 | 46.6 | 46.6 | 36.2 | 0.00 |
| Movement LOS | D | D | D | | E | E | C | | D | D | D | | D | D | D | |
| d_A, Approach Delay [s/veh] | 41.37 | | | | 36.58 | | | | 46.87 | | | | 40.24 | | | |
| Approach LOS | D | | | | D | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 40.76 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.864 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | |
|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | | | | 9.0 | | | | 9.0 | | | | 9.0 | | |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | |
| d_p, Pedestrian Delay [s] | 45.72 | | | | 45.72 | | | | 45.72 | | | | 45.72 | | |
| I_p,int, Pedestrian LOS Score for Intersection | 3.092 | | | | 3.043 | | | | 3.092 | | | | 3.203 | | |
| Crosswalk LOS | C | | | | C | | | | C | | | | C | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1021 | | | | 1132 | | | | 616 | | | | 764 | | |
| d_b, Bicycle Delay [s] | 13.02 | | | | 10.24 | | | | 26.01 | | | | 20.77 | | |
| I_b,int, Bicycle LOS Score for Intersection | 2.723 | | | | 2.141 | | | | 1.962 | | | | 2.003 | | |
| Bicycle LOS | B | | | | B | | | | A | | | | B | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 7: Iron Pt/ W Kaiser access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 18.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.103 |

Intersection Setup

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|------------------------------|-----------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|---|-----------------|--------|---------|--------|---------|--------|
| Base Volume Input [veh/h] | 0 | 27 | 1329 | 150 | 0 | 1231 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 5 | 8 | 0 | 31 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 27 | 1334 | 158 | 0 | 1262 |
| Peak Hour Factor | 1.0000 | 0.8800 | 0.8800 | 0.8800 | 1.0000 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 8 | 379 | 45 | 0 | 359 |
| Total Analysis Volume [veh/h] | 0 | 31 | 1516 | 180 | 0 | 1434 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.10 | 0.02 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 18.38 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | C | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 8.56 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 18.38 | | 0.00 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.18 | | | | | |
| Intersection LOS | C | | | | | |

**Intersection Level Of Service Report
Intersection 8: Iron Pt/Rowberry**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 25.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.711 |

Intersection Setup

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 220. | 100. | 100. | 100. | 30.0 | 100. | 100. | 100. | 100. | 325. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | No | | | | Yes | | | |

Volumes

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|--|----------|------|------|------|----------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 552 | 0 | 598 | 0 | 14 | 17 | 83 | 12 | 59 | 825 | 460 | 14 | 571 | 584 | 14 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 31 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 404 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 583 | 0 | 199 | 0 | 14 | 17 | 22 | 12 | 59 | 830 | 437 | 14 | 574 | 584 | 14 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 157 | 0 | 53 | 0 | 4 | 5 | 6 | 3 | 16 | 223 | 117 | 4 | 154 | 157 | 4 |
| Total Analysis Volume [veh/h] | 0 | 627 | 0 | 214 | 0 | 15 | 18 | 24 | 13 | 63 | 892 | 470 | 15 | 617 | 628 | 15 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | | No | No | | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Unsi | Per | Per | Per | Per | Per | Prot | Per | Unsi | Per | Prot | Per | Per |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 40 | 40 | 0 | 0 | 40 | 40 | 0 |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 0 | 45 | 45 | 0 | 0 | 45 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 16 | 16 | 3 | 3 | 4 | 21 | 16 | 33 | 33 |
| g / C, Green / Cycle | 0.21 | 0.21 | 0.05 | 0.05 | 0.06 | 0.28 | 0.21 | 0.44 | 0.44 |
| (v / s)_i Volume / Saturation Flow Rate | 0.18 | 0.18 | 0.01 | 0.02 | 0.04 | 0.18 | 0.18 | 0.12 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 1781 | 1781 | 1699 | 1781 | 5094 | 3459 | 5094 | 1589 |
| c, Capacity [veh/h] | 373 | 373 | 83 | 79 | 99 | 1441 | 729 | 2231 | 696 |
| d1, Uniform Delay [s] | 28.45 | 28.45 | 34.37 | 34.94 | 34.94 | 23.37 | 28.58 | 13.50 | 11.95 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.04 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.00 | 2.00 | 0.38 | 2.05 | 4.67 | 0.75 | 1.27 | 0.12 | 0.02 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 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 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|--------|-------|-------|-------|
| X, volume / capacity | 0.84 | 0.84 | 0.18 | 0.53 | 0.77 | 0.62 | 0.87 | 0.28 | 0.02 |
| d, Delay for Lane Group [s/veh] | 30.46 | 30.46 | 34.75 | 36.99 | 39.60 | 24.12 | 29.84 | 13.62 | 11.97 |
| Lane Group LOS | C | C | C | D | D | C | C | B | B |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 5.37 | 5.37 | 0.26 | 0.77 | 1.46 | 4.43 | 5.36 | 2.12 | 0.14 |
| 50th-Percentile Queue Length [ft/ln] | 134.13 | 134.13 | 6.62 | 19.35 | 36.44 | 110.83 | 133.9 | 53.12 | 3.43 |
| 95th-Percentile Queue Length [veh/ln] | 9.16 | 9.16 | 0.48 | 1.39 | 2.62 | 7.89 | 9.15 | 3.82 | 0.25 |
| 95th-Percentile Queue Length [ft/ln] | 229.10 | 229.10 | 11.92 | 34.84 | 65.59 | 197.16 | 228.8 | 95.62 | 6.18 |

Movement, Approach, & Intersection Results

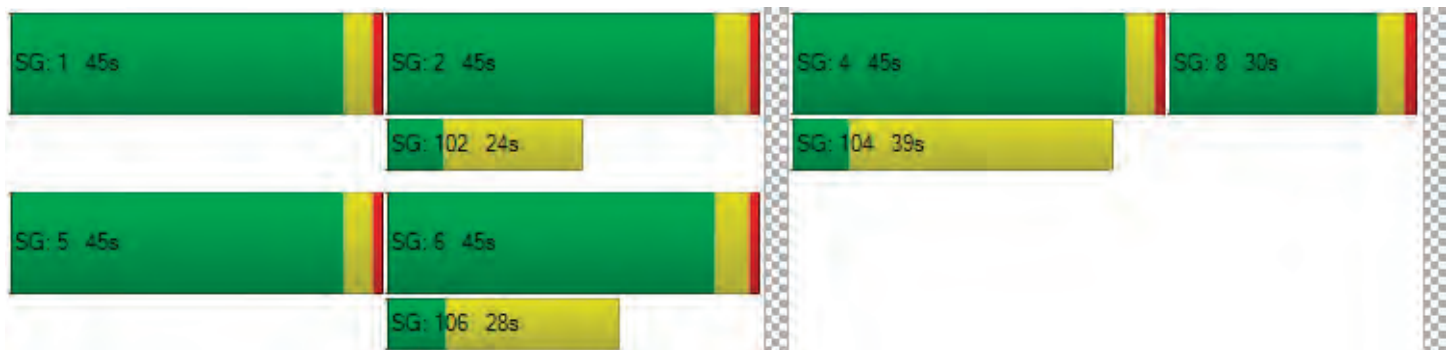
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 30.4 | 30.4 | 30.4 | 0.00 | 34.7 | 34.7 | 36.9 | 36.9 | 39.6 | 39.6 | 24.1 | 0.00 | 29.8 | 29.8 | 13.6 | 11.9 |
| Movement LOS | C | C | C | | C | C | D | D | D | D | C | | C | C | B | B |
| d_A, Approach Delay [s/veh] | 30.46 | | | | 36.40 | | | | 25.34 | | | | 21.64 | | | |
| Approach LOS | C | | | | D | | | | C | | | | C | | | |
| d_I, Intersection Delay [s/veh] | 25.04 | | | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | | | |
| Intersection V/C | 0.711 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 0.0 | | | | 11.0 | | | |
| 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] | 27.22 | | | | 27.22 | | | | 0.00 | | | | 27.22 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.536 | | | | 2.080 | | | | 0.000 | | | | 3.169 | | | |
| Crosswalk LOS | B | | | | B | | | | F | | | | C | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1083 | | | | 682 | | | | 1061 | | | | 1061 | | | |
| d_b, Bicycle Delay [s] | 7.87 | | | | 16.26 | | | | 8.24 | | | | 8.24 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | | | | 1.730 | | | | 2.057 | | | | 2.253 | | | |
| Bicycle LOS | A | | | | A | | | | B | | | | B | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 9: Iron Pt/Safe Credit Union access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 23.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.136 |

Intersection Setup

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|------------------------------|--------------------------|--------|-----------|-------|-----------|--------|--------|
| Approach | Northbound | | Eastbound | | Westbound | | |
| Lane Configuration | | | | | | | |
| Turning Movement | Left | Right | Thru | Right | U-turn | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 90.00 | 120.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | | |
| Crosswalk | Yes | | No | | No | | |

Volumes

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|---|--------------------------|--------|---------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 10 | 1366 | 15 | 21 | 29 | 1176 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 3 | 5 | 5 | 0 | 0 | 3 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 13 | 1371 | 20 | 21 | 29 | 1179 |
| Peak Hour Factor | 1.0000 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 3 | 365 | 5 | 6 | 8 | 314 |
| Total Analysis Volume [veh/h] | 0 | 14 | 1459 | 21 | 22 | 31 | 1254 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | |
|---------------------------------------|-------|-------|------|------|-------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.04 | 0.01 | 0.00 | 0.06 | 0.14 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 17.03 | 0.00 | 0.00 | 17.43 | 23.90 | 0.00 |
| Movement LOS | | C | A | A | C | C | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.14 | 0.00 | 0.00 | 0.70 | 0.70 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 3.50 | 0.00 | 0.00 | 17.49 | 17.49 | 0.00 |
| d_A, Approach Delay [s/veh] | 17.03 | | 0.00 | | 0.86 | | |
| Approach LOS | C | | A | | A | | |
| d_I, Intersection Delay [s/veh] | 0.49 | | | | | | |
| Intersection LOS | C | | | | | | |

**Intersection Level Of Service Report
Intersection 10: Iron Pt/Broadstone**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 18.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.465 |

Intersection Setup

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 270. | 100. | 100. | 200. | 230. | 100. | 100. | 270. | 240. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 240. | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | Yes | | | |

Volumes

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 17 | 13 | 2 | 5 | 43 | 40 | 679 | 18 | 635 | 645 | 99 | 5 | 17 | 512 | 15 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 5 | 0 | 0 | 0 | 2 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 680 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 15 |
| Total Hourly Volume [veh/h] | 0 | 17 | 13 | 1 | 5 | 43 | 40 | 0 | 18 | 638 | 650 | 77 | 5 | 17 | 514 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 5 | 4 | 0 | 1 | 12 | 11 | 0 | 5 | 175 | 179 | 21 | 1 | 5 | 141 | 0 |
| Total Analysis Volume [veh/h] | 0 | 19 | 14 | 1 | 5 | 47 | 44 | 0 | 20 | 701 | 714 | 85 | 5 | 19 | 565 | 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Per | Per | Per | Per | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 30 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|
| C, Cycle Length [s] | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.50 | 5.50 | 4.50 | 5.50 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 4 | 4 | 4 | 8 | 8 | 15 | 28 | 28 | 2 | 14 |
| g / C, Green / Cycle | 0.07 | 0.07 | 0.07 | 0.13 | 0.13 | 0.25 | 0.46 | 0.46 | 0.03 | 0.23 |
| (v / s)_i Volume / Saturation Flow Rate | 0.01 | 0.01 | 0.00 | 0.02 | 0.01 | 0.21 | 0.14 | 0.05 | 0.01 | 0.11 |
| s, saturation flow rate [veh/h] | 1781 | 1856 | 1589 | 3459 | 3560 | 3459 | 5094 | 1589 | 3459 | 5094 |
| c, Capacity [veh/h] | 129 | 134 | 115 | 456 | 469 | 872 | 2337 | 729 | 96 | 1194 |
| d1, Uniform Delay [s] | 26.68 | 26.68 | 26.45 | 23.51 | 23.45 | 21.71 | 10.47 | 9.51 | 29.25 | 20.26 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.28 | 0.04 | 0.28 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.16 | 0.15 | 0.01 | 0.04 | 0.03 | 0.78 | 0.19 | 0.18 | 0.50 | 0.76 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 | 0.13 | 0.12 | 0.01 | 0.11 | 0.09 | 0.83 | 0.31 | 0.12 | 0.25 | 0.47 |
| d, Delay for Lane Group [s/veh] | 26.85 | 26.83 | 26.47 | 23.55 | 23.48 | 22.49 | 10.66 | 9.69 | 29.75 | 21.03 |
| Lane Group LOS | C | C | C | C | C | C | B | A | C | C |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 0.22 | 0.22 | 0.01 | 0.32 | 0.27 | 4.58 | 1.80 | 0.61 | 0.17 | 2.24 |
| 50th-Percentile Queue Length [ft/ln] | 5.51 | 5.53 | 0.33 | 7.92 | 6.68 | 114.6 | 44.90 | 15.16 | 4.30 | 55.89 |
| 95th-Percentile Queue Length [veh/ln] | 0.40 | 0.40 | 0.02 | 0.57 | 0.48 | 8.10 | 3.23 | 1.09 | 0.31 | 4.02 |
| 95th-Percentile Queue Length [ft/ln] | 9.91 | 9.96 | 0.60 | 14.25 | 12.02 | 202.3 | 80.81 | 27.29 | 7.74 | 100.60 |

Movement, Approach, & Intersection Results

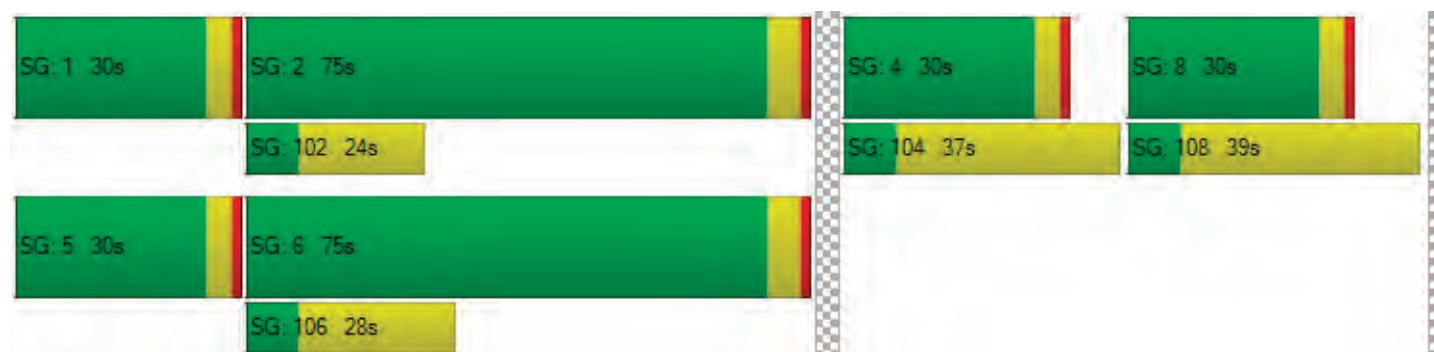
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 26.8 | 26.8 | 26.8 | 26.4 | 23.5 | 23.5 | 23.4 | 0.00 | 22.4 | 22.4 | 10.6 | 9.69 | 29.7 | 29.7 | 21.0 | 0.00 |
| Movement LOS | C | C | C | C | C | C | C | | C | C | B | A | C | C | C | |
| d_A, Approach Delay [s/veh] | 26.83 | | | 23.52 | | | 16.22 | | | 21.38 | | | | | | |
| Approach LOS | C | | | C | | | B | | | C | | | | | | |
| d_I, Intersection Delay [s/veh] | 18.05 | | | | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | | | | |
| Intersection V/C | 0.465 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| 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] | 20.64 | 20.64 | 20.64 | 20.64 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.320 | 2.803 | 3.184 | 2.974 |
| Crosswalk LOS | B | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 832 | 832 | 2267 | 2267 |
| d_b, Bicycle Delay [s] | 10.45 | 10.45 | 0.55 | 0.55 |
| I_b,int, Bicycle LOS Score for Intersection | 1.586 | 1.600 | 2.022 | 1.881 |
| Bicycle LOS | A | A | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 11: Iron Pt/E Bidwell**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 37.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.672 |

Intersection Setup

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | Iron Pt | | | | |
|------------------------------|------------|-------|-------|------------|------|------|------|-----------|------|------|-----------|------|------|------|------|
| Approach | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Lane Configuration | \| \| \| |  |  | \| \| \| \| |  |  |  | \| \| \| |  |  | \| \| \| \| |  |  |  |  |
| Turning Movement | Left | Thru | Right | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 300.0 | 100.0 | 220.0 | 450. | 100. | 100. | 450. | 280. | 100. | 100. | 100. | 250. | 100. | 100. | 270. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 260. | 0.00 | 0.00 | 0.00 | 100 |
| Speed [mph] | 30.00 | | | 30.00 | | | | 30.00 | | | 30.00 | | | | |
| Grade [%] | 0.00 | | | 0.00 | | | | 0.00 | | | 0.00 | | | | |
| Curb Present | No | | | No | | | | No | | | No | | | | |
| Crosswalk | No | | | Yes | | | | Yes | | | Yes | | | | |

Volumes

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|-------|-------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 509 | 1012 | 650 | 5 | 515 | 572 | 108 | 5 | 277 | 378 | 179 | 0 | 354 | 466 | 467 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 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 | 3 | 0 | 0 | 0 | 1 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 650 | 0 | 0 | 0 | 108 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 467 |
| Total Hourly Volume [veh/h] | 509 | 1012 | 0 | 5 | 515 | 572 | 0 | 5 | 277 | 381 | 77 | 0 | 354 | 467 | 0 |
| Peak Hour Factor | 0.980 | 0.980 | 0.980 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 130 | 258 | 0 | 1 | 131 | 146 | 0 | 1 | 71 | 97 | 20 | 0 | 90 | 119 | 0 |
| Total Analysis Volume [veh/h] | 519 | 1033 | 0 | 5 | 526 | 584 | 0 | 5 | 283 | 389 | 79 | 0 | 361 | 477 | 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 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 216.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Protec | Permi | Unsig | Per | Prot | Per | Unsi | Per | Prot | Per | Ove | Per | Prot | Per | Unsi |
|------------------------------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 3 | 8 | 5 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | 5,8 | | | | |
| Lead / Lag | Lead | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 5 | 2 | 0 | 2 | 5 | 0 |
| Maximum Green [s] | 45 | 69 | 0 | 0 | 45 | 69 | 0 | 0 | 40 | 40 | 45 | 0 | 40 | 40 | 0 |
| Amber [s] | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 3.5 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 50 | 75 | 0 | 0 | 50 | 75 | 0 | 0 | 45 | 46 | 50 | 0 | 45 | 46 | 0 |
| Vehicle Extension [s] | 2.0 | 5.6 | 0.0 | 0.0 | 2.0 | 5.1 | 0.0 | 0.0 | 2.0 | 5.3 | 2.0 | 0.0 | 2.0 | 5.6 | 0.0 |
| Walk [s] | 0 | 30 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 29 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 2.5 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | No | Yes | | | No | Yes | | | No | No | No | | No | No | |
| Maximum Recall | No | No | | | No | No | | | No | No | No | | No | No | |
| Pedestrian Recall | No | No | | | No | No | | | No | No | No | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 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] | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 4.50 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 3.30 | 2.50 | 3.30 | 2.50 | 3.30 | 0.00 | 2.50 | 3.30 |
| g_i, Effective Green Time [s] | 19 | 37 | 19 | 38 | 11 | 16 | 40 | 14 | 19 |
| g / C, Green / Cycle | 0.18 | 0.35 | 0.18 | 0.36 | 0.11 | 0.15 | 0.38 | 0.13 | 0.18 |
| (v / s)_i Volume / Saturation Flow Rate | 0.15 | 0.20 | 0.15 | 0.11 | 0.08 | 0.11 | 0.05 | 0.10 | 0.09 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 3459 | 5094 | 3459 | 3560 | 1589 | 3459 | 5094 |
| c, Capacity [veh/h] | 611 | 1800 | 619 | 1813 | 366 | 551 | 606 | 443 | 901 |
| d1, Uniform Delay [s] | 42.31 | 27.81 | 42.23 | 24.85 | 46.25 | 42.53 | 21.36 | 45.04 | 39.65 |
| k, delay calibration | 0.04 | 0.31 | 0.04 | 0.24 | 0.04 | 0.27 | 0.04 | 0.04 | 0.31 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.31 | 0.84 | 1.37 | 0.23 | 1.43 | 4.08 | 0.04 | 1.42 | 1.41 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 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 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|-------|-------|--------|--------|
| X, volume / capacity | 0.85 | 0.57 | 0.86 | 0.32 | 0.79 | 0.71 | 0.13 | 0.82 | 0.53 |
| d, Delay for Lane Group [s/veh] | 43.63 | 28.66 | 43.61 | 25.08 | 47.67 | 46.61 | 21.40 | 46.46 | 41.06 |
| Lane Group LOS | D | C | D | C | D | D | C | D | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.62 | 7.10 | 6.78 | 3.57 | 3.75 | 5.11 | 1.28 | 4.67 | 3.86 |
| 50th-Percentile Queue Length [ft/ln] | 165.54 | 177.52 | 169.59 | 89.14 | 93.68 | 127.6 | 31.96 | 116.80 | 96.40 |
| 95th-Percentile Queue Length [veh/ln] | 10.84 | 11.47 | 11.05 | 6.42 | 6.75 | 8.81 | 2.30 | 8.22 | 6.94 |
| 95th-Percentile Queue Length [ft/ln] | 271.04 | 286.78 | 276.37 | 160.46 | 168.6 | 220.3 | 57.52 | 205.43 | 173.52 |

Movement, Approach, & Intersection Results

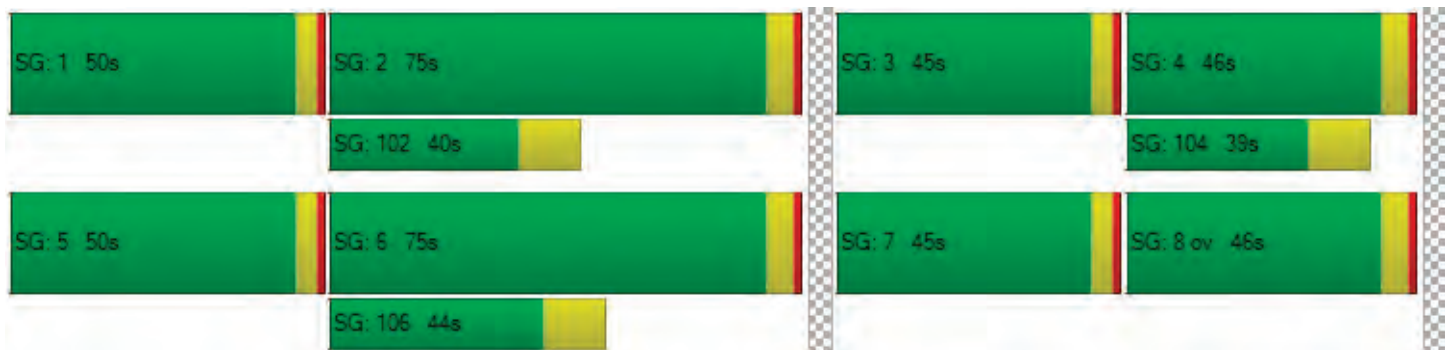
| | | | | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 43.63 | 28.66 | 0.00 | 43.6 | 43.6 | 25.0 | 0.00 | 47.6 | 47.6 | 46.6 | 21.4 | 46.4 | 46.4 | 41.0 | 0.00 |
| Movement LOS | D | C | | D | D | C | | D | D | D | C | D | D | D | |
| d_A, Approach Delay [s/veh] | 33.66 | | | 33.90 | | | | 44.38 | | | | 43.39 | | | |
| Approach LOS | C | | | C | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 37.54 | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | |
| Intersection V/C | 0.672 | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 33.0 | 38.0 | 34.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 25.04 | 21.72 | 24.36 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.190 | 3.176 | 3.123 |
| Crosswalk LOS | F | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1318 | 1318 | 769 | 769 |
| d_b, Bicycle Delay [s] | 6.16 | 6.16 | 20.03 | 20.03 |
| I_b,int, Bicycle LOS Score for Intersection | 2.413 | 1.884 | 2.034 | 1.822 |
| Bicycle LOS | B | A | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 12: E Bidwell/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 18.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.742 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | \|\|\|⇐ |  | \|\|\| |  | ⇐⇐⇐ |  |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 300.00 | 100.00 | 100.00 | 400.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | Yes | | Yes | |

Volumes

| Name | E Bidwell | | E Bidwell | | | |
|--|-----------|--------|-----------|--------|--------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1299 | 433 | 0 | 676 | 374 | 962 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 3.00 | 2.00 | 3.00 | 3.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1299 | 433 | 0 | 676 | 374 | 962 |
| Peak Hour Factor | 0.9800 | 0.9800 | 1.0000 | 0.9800 | 0.9800 | 0.9800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 331 | 110 | 0 | 172 | 95 | 245 |
| Total Analysis Volume [veh/h] | 1326 | 442 | 0 | 690 | 382 | 982 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 117 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 12 | 0 | 0 | 12 | 8 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 55 | 0 |
| Amber [s] | 4.8 | 0.0 | 0.0 | 4.8 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 61 | 0 |
| Vehicle Extension [s] | 4.0 | 0.0 | 0.0 | 4.0 | 3.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 19 | 0 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.8 | 0.0 | 0.0 | 3.8 | 3.1 | 0.0 |
| Minimum Recall | No | | | No | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | R | C | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 81 | 81 | 81 | 81 | 81 | 81 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.80 | 5.80 | 5.80 | 5.10 | 5.10 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.80 | 3.80 | 3.80 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 34 | 34 | 34 | 34 | 36 | 36 |
| g / C, Green / Cycle | 0.42 | 0.42 | 0.42 | 0.42 | 0.44 | 0.44 |
| (v / s)_i Volume / Saturation Flow Rate | 0.25 | 0.27 | 0.28 | 0.14 | 0.11 | 0.35 |
| s, saturation flow rate [veh/h] | 3532 | 1638 | 1577 | 5053 | 3431 | 2791 |
| c, Capacity [veh/h] | 1488 | 690 | 664 | 2129 | 1526 | 1241 |
| d1, Uniform Delay [s] | 18.17 | 18.66 | 18.93 | 15.78 | 14.12 | 19.36 |
| k, delay calibration | 0.15 | 0.15 | 0.15 | 0.15 | 0.13 | 0.13 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.54 | 1.42 | 1.64 | 0.12 | 0.10 | 1.41 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|--------|
| X, volume / capacity | 0.59 | 0.64 | 0.67 | 0.32 | 0.25 | 0.79 |
| d, Delay for Lane Group [s/veh] | 18.71 | 20.07 | 20.57 | 15.90 | 14.22 | 20.77 |
| Lane Group LOS | B | C | C | B | B | C |
| Critical Lane Group | No | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 6.11 | 6.43 | 6.55 | 2.74 | 2.10 | 7.56 |
| 50th-Percentile Queue Length [ft/ln] | 152.79 | 160.78 | 163.81 | 68.38 | 52.41 | 188.90 |
| 95th-Percentile Queue Length [veh/ln] | 10.17 | 10.59 | 10.75 | 4.92 | 3.77 | 12.06 |
| 95th-Percentile Queue Length [ft/ln] | 254.15 | 264.76 | 268.76 | 123.08 | 94.34 | 301.60 |

Movement, Approach, & Intersection Results

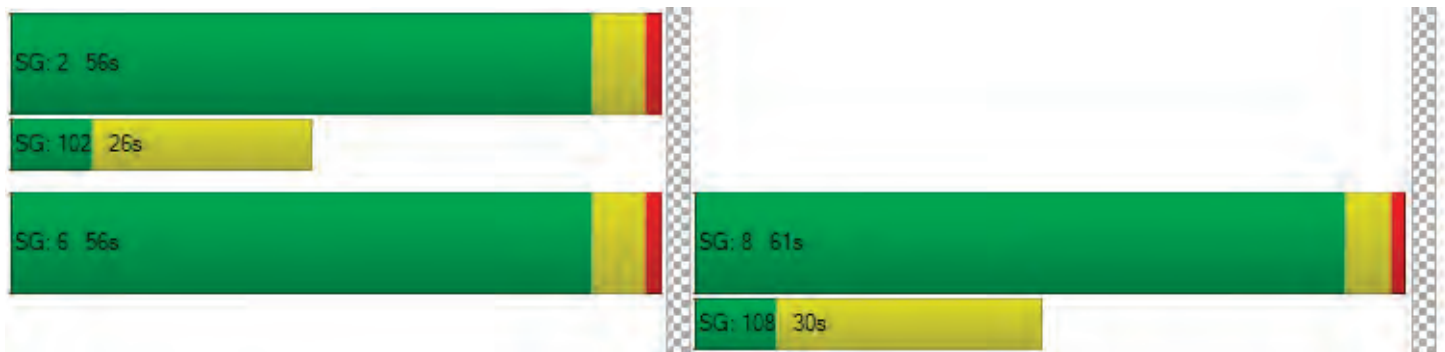
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 18.87 | 20.57 | 0.00 | 15.90 | 14.22 | 20.77 |
| Movement LOS | B | C | | B | B | C |
| d_A, Approach Delay [s/veh] | 19.52 | | 15.90 | | 18.94 | |
| Approach LOS | B | | B | | B | |
| d_I, Intersection Delay [s/veh] | 18.66 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.742 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 30.37 | 30.37 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 2.934 | 2.741 |
| Crosswalk LOS | F | C | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1236 | 1236 | 1376 |
| d_b, Bicycle Delay [s] | 5.93 | 5.93 | 3.95 |
| I_b,int, Bicycle LOS Score for Intersection | 2.532 | 1.939 | 1.560 |
| Bicycle LOS | B | A | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 13: E Bidwell/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 10.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.764 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | \|\|\| |  | \|\|\|T | | TTT | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|--|-----------|--------|-----------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 0 | 1114 | 676 | 374 | 618 | 434 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1114 | 676 | 374 | 618 | 434 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 293 | 178 | 98 | 163 | 114 |
| Total Analysis Volume [veh/h] | 0 | 1173 | 712 | 394 | 651 | 457 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 0 | 2 | 6 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 0 | 8 | 6 | 0 | 8 | 0 |
| Maximum Green [s] | 0 | 50 | 50 | 0 | 50 | 0 |
| Amber [s] | 0.0 | 4.8 | 4.1 | 0.0 | 4.8 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 56 | 56 | 0 | 56 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.8 | 3.1 | 0.0 | 3.8 | 0.0 |
| Minimum Recall | | No | No | | No | |
| Maximum Recall | | No | No | | No | |
| Pedestrian Recall | | No | No | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | C | R | L | R |
|---|-------|------|-------|-------|------|-------|
| C, Cycle Length [s] | 39 | 39 | 39 | 39 | 39 | 39 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.10 | 5.10 | 5.10 | 5.80 | 5.80 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.10 | 3.10 | 3.10 | 3.80 | 3.80 |
| g_i, Effective Green Time [s] | 13 | 14 | 14 | 14 | 15 | 15 |
| g / C, Green / Cycle | 0.33 | 0.35 | 0.35 | 0.35 | 0.37 | 0.37 |
| (v / s)_i Volume / Saturation Flow Rate | 0.24 | 0.16 | 0.18 | 0.18 | 0.19 | 0.29 |
| s, saturation flow rate [veh/h] | 4971 | 3475 | 1551 | 1551 | 3375 | 1551 |
| c, Capacity [veh/h] | 1647 | 1213 | 541 | 541 | 1264 | 581 |
| d1, Uniform Delay [s] | 11.54 | 9.94 | 10.17 | 10.17 | 9.55 | 10.93 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.22 | 0.10 | 0.28 | 0.28 | 0.12 | 0.91 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|-------|-------|-------|-------|--------|
| X, volume / capacity | 0.71 | 0.46 | 0.51 | 0.51 | 0.51 | 0.79 |
| d, Delay for Lane Group [s/veh] | 11.76 | 10.04 | 10.44 | 10.44 | 9.68 | 11.84 |
| Lane Group LOS | B | B | B | B | A | B |
| Critical Lane Group | Yes | No | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 2.29 | 1.41 | 1.46 | 1.46 | 1.61 | 2.70 |
| 50th-Percentile Queue Length [ft/ln] | 57.33 | 35.13 | 36.56 | 36.56 | 40.31 | 67.56 |
| 95th-Percentile Queue Length [veh/ln] | 4.13 | 2.53 | 2.63 | 2.63 | 2.90 | 4.86 |
| 95th-Percentile Queue Length [ft/ln] | 103.19 | 63.23 | 65.81 | 65.81 | 72.55 | 121.61 |

Movement, Approach, & Intersection Results

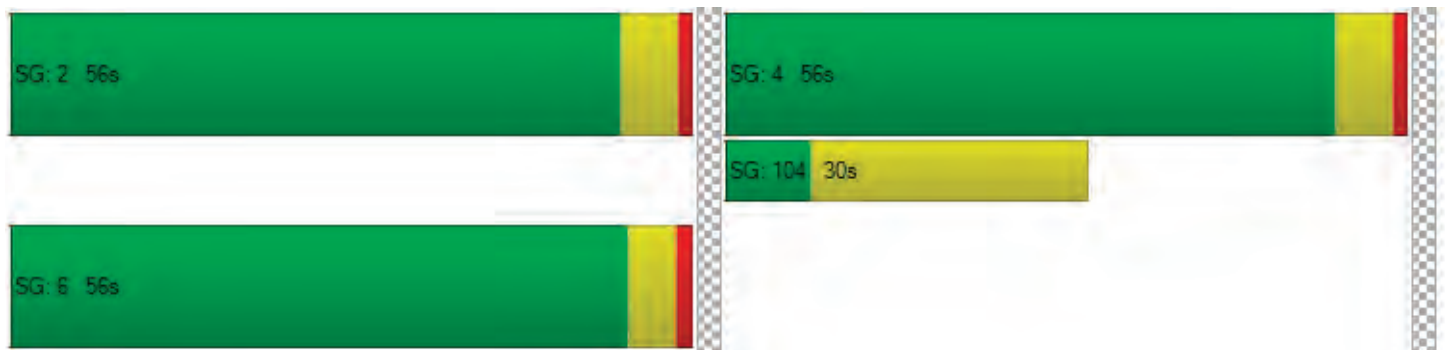
| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 11.76 | 10.04 | 10.44 | 9.68 | 11.84 |
| Movement LOS | | B | B | B | A | B |
| d_A, Approach Delay [s/veh] | 11.76 | | 10.24 | | 10.57 | |
| Approach LOS | B | | B | | B | |
| d_I, Intersection Delay [s/veh] | | | 10.87 | | | |
| Intersection LOS | | | B | | | |
| Intersection V/C | | | 0.764 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 10.17 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.784 | 0.000 | 0.000 |
| Crosswalk LOS | C | F | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 2557 | 2593 | 2557 |
| d_b, Bicycle Delay [s] | 1.52 | 1.72 | 1.52 |
| I_b,int, Bicycle LOS Score for Intersection | 2.205 | 2.168 | 1.560 |
| Bicycle LOS | B | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 14: Lot 6 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.3
 Level Of Service: A
 Volume to Capacity (v/c): 0.006

Intersection Setup

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| | 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 Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|---|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Base Volume Input [veh/h] | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 5 | 28 | 16 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 3 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 5 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 5 | 0 | 5 | 3 | 0 | 20 | 2 | 5 | 5 | 28 | 16 | 5 |
| Peak Hour Factor | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 0.920 | 0.920 | 0.920 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 1 | 0 | 1 | 1 | 0 | 5 | 1 | 1 | 1 | 8 | 4 | 1 |
| Total Analysis Volume [veh/h] | 5 | 0 | 5 | 3 | 0 | 20 | 2 | 5 | 5 | 30 | 17 | 5 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.27 | 9.65 | 8.39 | 9.21 | 9.69 | 8.48 | 7.26 | 0.00 | 0.00 | 7.28 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.03 | 0.03 | 0.03 | 0.07 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 | 0.06 |
| 95th-Percentile Queue Length [ft/ln] | 0.80 | 0.80 | 0.80 | 1.71 | 1.71 | 1.71 | 0.09 | 0.09 | 0.09 | 1.42 | 1.42 | 1.42 |
| d_A, Approach Delay [s/veh] | 8.83 | | | 8.58 | | | 1.21 | | | 4.20 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.34 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Lot 1 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.011

Intersection Setup

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|-----------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Northbound | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|---|------------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 81 | 0 | 12 | 3 | 21 | 0 | 0 | 51 | 51 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 36 | 0 | 8 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 36 | 81 | 8 | 12 | 3 | 21 | 0 | 7 | 51 | 51 |
| Peak Hour Factor | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 1.000 | 0.920 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 9 | 22 | 2 | 3 | 1 | 6 | 0 | 2 | 14 | 14 |
| Total Analysis Volume [veh/h] | 0 | 0 | 36 | 88 | 8 | 13 | 3 | 23 | 0 | 7 | 55 | 55 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|-------|------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.03 | 0.11 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.55 | 10.03 | 8.54 | 10.23 | 10.43 | 9.38 | 7.44 | 0.00 | 0.00 | 7.27 | 0.00 | 0.00 |
| Movement LOS | A | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.11 | 0.11 | 0.11 | 0.46 | 0.46 | 0.46 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |
| 95th-Percentile Queue Length [ft/ln] | 2.65 | 2.65 | 2.65 | 11.62 | 11.62 | 11.62 | 0.15 | 0.15 | 0.15 | 0.33 | 0.33 | 0.33 |
| d_A, Approach Delay [s/veh] | 8.54 | | | 10.14 | | | 0.86 | | | 0.44 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.16 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 16: Oak Ave Pkwy/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 14.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.965 |

Intersection Setup

| Name | Oak Ave Pkwy | | | | | | WB 50 on | | | WB 50 Off | | |
|------------------------------|--------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|r |  |  | \|\|r | | | | | | r\|l\|l | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 100.0 | 400.0 | 100.0 | 400.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | | | | No | | |
| Crosswalk | No | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | | | | WB 50 on | | | WB 50 Off | | |
|--|--------------|-------|-------|-------|-------|-------|----------|-------|-------|-----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 1435 | 120 | 0 | 770 | 1011 | 0 | 0 | 0 | 455 | 0 | 330 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 3.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 5 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 1440 | 120 | 0 | 770 | 1026 | 0 | 0 | 0 | 455 | 0 | 332 |
| Peak Hour Factor | 1.000 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 360 | 33 | 0 | 193 | 257 | 0 | 0 | 0 | 124 | 0 | 83 |
| Total Analysis Volume [veh/h] | 0 | 1440 | 130 | 0 | 770 | 1026 | 0 | 0 | 0 | 495 | 0 | 332 |
| Presence of On-Street Parking | No | | No | No | | No | | | | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Unsig | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | | | | No | | |
| Maximum Recall | | No | | | No | | | | | No | | |
| Pedestrian Recall | | No | | | No | | | | | No | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 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 | C | C | R | | L | R |
|---|------|------|-------|--|-------|-------|
| C, Cycle Length [s] | 66 | 66 | 66 | | 66 | 66 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 45 | 45 | 45 | | 13 | 13 |
| g / C, Green / Cycle | 0.67 | 0.67 | 0.67 | | 0.19 | 0.19 |
| (v / s)_i Volume / Saturation Flow Rate | 0.40 | 0.22 | 0.65 | | 0.14 | 0.12 |
| s, saturation flow rate [veh/h] | 3560 | 3560 | 1589 | | 3431 | 2813 |
| c, Capacity [veh/h] | 2397 | 2397 | 1070 | | 655 | 537 |
| d1, Uniform Delay [s] | 5.94 | 4.51 | 9.97 | | 25.34 | 24.59 |
| k, delay calibration | 0.04 | 0.04 | 0.33 | | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.09 | 0.03 | 14.46 | | 0.68 | 0.43 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|-------|--------|--|--------|--------|
| X, volume / capacity | 0.60 | 0.32 | 0.96 | | 0.76 | 0.62 |
| d, Delay for Lane Group [s/veh] | 6.03 | 4.54 | 24.43 | | 26.02 | 25.02 |
| Lane Group LOS | A | A | C | | C | C |
| Critical Lane Group | No | No | Yes | | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 3.80 | 1.54 | 13.33 | | 3.53 | 2.29 |
| 50th-Percentile Queue Length [ft/ln] | 95.03 | 38.54 | 333.15 | | 88.18 | 57.19 |
| 95th-Percentile Queue Length [veh/ln] | 6.84 | 2.78 | 19.31 | | 6.35 | 4.12 |
| 95th-Percentile Queue Length [ft/ln] | 171.05 | 69.38 | 482.82 | | 158.73 | 102.94 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|------|-------|------|------|-------|------|-------|------|-------|------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 6.03 | 0.00 | 0.00 | 4.54 | 24.43 | 0.00 | 0.00 | 0.00 | 26.02 | 0.00 | 25.02 |
| Movement LOS | | A | | | A | C | | | | C | | C |
| d_A, Approach Delay [s/veh] | 6.03 | | 15.90 | | | 0.00 | | 25.62 | | | | |
| Approach LOS | A | | B | | | A | | C | | | | |
| d_I, Intersection Delay [s/veh] | 14.38 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.965 | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 9.0 | 9.0 | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 24.68 | 24.68 | 24.68 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 2.981 | 2.410 | 2.447 |
| Crosswalk LOS | F | C | B | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1527 | 1527 | 0 | 1527 |
| d_b, Bicycle Delay [s] | 1.85 | 1.85 | 33.06 | 1.85 |
| I_b,int, Bicycle LOS Score for Intersection | 2.748 | 3.041 | 4.132 | 1.560 |
| Bicycle LOS | B | C | D | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 17: Oak Ave Pkwy/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 9.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.848 |

Intersection Setup

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\|\| |  |  | \| \| \| \| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 400.0 | 100.0 | 400.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 725 | 325 | 0 | 942 | 283 | 830 | 0 | 288 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 2.00 | 5.00 | 5.00 | 5.00 | 2.00 | 5.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 0 | 0 | 0 | 5 | 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 | 725 | 331 | 0 | 942 | 283 | 835 | 0 | 288 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 197 | 90 | 0 | 256 | 77 | 227 | 0 | 78 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 788 | 360 | 0 | 1024 | 308 | 908 | 0 | 313 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | No | | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | No | | | | | |
| Maximum Recall | | No | | | No | | No | | | | | |
| Pedestrian Recall | | No | | | No | | No | | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | C | R | C | R | L | R | |
|---|------|------|------|------|------|------|--|
| C, Cycle Length [s] | 36 | 36 | 36 | 36 | 36 | 36 | |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | |
| g_i, Effective Green Time [s] | 14 | 14 | 14 | 14 | 13 | 13 | |
| g / C, Green / Cycle | 0.38 | 0.38 | 0.38 | 0.38 | 0.36 | 0.36 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.23 | 0.23 | 0.29 | 0.20 | 0.27 | 0.11 | |
| s, saturation flow rate [veh/h] | 3475 | 1551 | 3475 | 1551 | 3375 | 2746 | |
| c, Capacity [veh/h] | 1338 | 597 | 1338 | 597 | 1231 | 1001 | |
| d1, Uniform Delay [s] | 8.79 | 8.85 | 9.64 | 8.48 | 9.93 | 8.19 | |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.15 | 0.37 | 0.35 | 0.26 | 0.33 | 0.07 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

| | | | | | | | |
|---------------------------------------|-------|-------|--------|-------|-------|-------|--|
| X, volume / capacity | 0.59 | 0.60 | 0.77 | 0.52 | 0.74 | 0.31 | |
| d, Delay for Lane Group [s/veh] | 8.95 | 9.22 | 9.99 | 8.74 | 10.26 | 8.26 | |
| Lane Group LOS | A | A | A | A | B | A | |
| Critical Lane Group | No | No | Yes | No | Yes | No | |
| 50th-Percentile Queue Length [veh/ln] | 1.68 | 1.58 | 2.42 | 1.29 | 2.20 | 0.62 | |
| 50th-Percentile Queue Length [ft/ln] | 42.00 | 39.49 | 60.44 | 32.20 | 54.88 | 15.44 | |
| 95th-Percentile Queue Length [veh/ln] | 3.02 | 2.84 | 4.35 | 2.32 | 3.95 | 1.11 | |
| 95th-Percentile Queue Length [ft/ln] | 75.59 | 71.09 | 108.78 | 57.96 | 98.79 | 27.79 | |

Movement, Approach, & Intersection Results

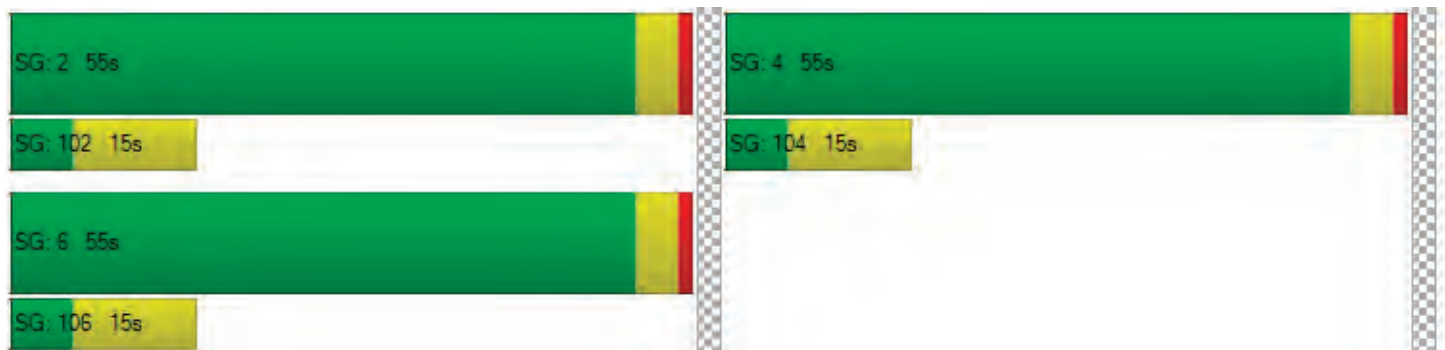
| | | | | | | | | | | | | |
|---------------------------------|------|-------|------|------|------|------|-------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 8.95 | 9.22 | 0.00 | 9.99 | 8.74 | 10.26 | 0.00 | 8.26 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | A | | A | A | B | | A | | | |
| d_A, Approach Delay [s/veh] | | 9.03 | | | 9.70 | | | 9.75 | | | 0.00 | |
| Approach LOS | | A | | | A | | | A | | | A | |
| d_I, Intersection Delay [s/veh] | | 9.51 | | | | | | | | | | |
| Intersection LOS | | A | | | | | | | | | | |
| Intersection V/C | | 0.848 | | | | | | | | | | |

Other Modes

| | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | 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] | | 10.05 | | 0.00 | | 10.05 | | 10.05 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.734 | | 0.000 | | 2.548 | | 1.724 |
| Crosswalk LOS | | B | | F | | B | | 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] | | 2819 | | 2819 | | 2819 | | 0 |
| d_b, Bicycle Delay [s] | | 3.00 | | 3.00 | | 3.00 | | 17.92 |
| I_b,int, Bicycle LOS Score for Intersection | | 2.507 | | 2.659 | | 1.560 | | 4.132 |
| Bicycle LOS | | B | | B | | A | | D |

Sequence

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



Signal Warrants Report For Intersection 7: Iron Pt/ W Kaiser access

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 | 1262 | 1492 | 27 |
| 2 | 1224 | 1447 | 26 |
| 3 | 1199 | 1417 | 26 |
| 4 | 1123 | 1328 | 24 |
| 5 | 997 | 1179 | 21 |
| 6 | 984 | 1164 | 21 |
| 7 | 972 | 1149 | 21 |
| 8 | 883 | 1044 | 19 |
| 9 | 871 | 1029 | 19 |
| 10 | 858 | 1015 | 18 |
| 11 | 745 | 880 | 16 |
| 12 | 694 | 821 | 15 |
| 13 | 681 | 806 | 15 |
| 14 | 505 | 597 | 11 |
| 15 | 505 | 597 | 11 |
| 16 | 353 | 418 | 8 |
| 17 | 202 | 239 | 4 |
| 18 | 202 | 239 | 4 |
| 19 | 114 | 134 | 2 |
| 20 | 63 | 75 | 1 |
| 21 | 38 | 45 | 1 |
| 22 | 13 | 15 | 0 |
| 23 | 13 | 15 | 0 |
| 24 | 13 | 15 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 4 | 2754 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 2 | 4 | 2671 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 3 | 4 | 2616 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 4 | 4 | 2451 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 5 | 4 | 2176 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 6 | 4 | 2148 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 7 | 4 | 2121 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 8 | 4 | 1927 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 9 | 4 | 1900 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 10 | 4 | 1873 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 11 | 4 | 1625 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 12 | 4 | 1515 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 13 | 4 | 1487 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 14 | 4 | 1102 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 15 | 4 | 1102 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 16 | 4 | 771 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 17 | 4 | 441 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 4 | 441 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 4 | 248 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 4 | 138 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 4 | 83 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 4 | 28 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 4 | 28 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 4 | 28 | 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) | 18.4 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:08 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 27 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 2781 |
| Number of Approaches on Intersection | 3 |
| Total Volume Condition Met | Yes |
| Warrant Met for Approach | No |
| Warrant Met for Intersection | No |

Signal Warrants Report For Intersection 9: Iron Pt/Safe Credit Union access

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 | 1229 | 1391 | 13 |
| 2 | 1192 | 1349 | 13 |
| 3 | 1168 | 1321 | 12 |
| 4 | 1094 | 1238 | 12 |
| 5 | 971 | 1099 | 10 |
| 6 | 959 | 1085 | 10 |
| 7 | 946 | 1071 | 10 |
| 8 | 860 | 974 | 9 |
| 9 | 848 | 960 | 9 |
| 10 | 836 | 946 | 9 |
| 11 | 725 | 821 | 8 |
| 12 | 676 | 765 | 7 |
| 13 | 664 | 751 | 7 |
| 14 | 492 | 556 | 5 |
| 15 | 492 | 556 | 5 |
| 16 | 344 | 389 | 4 |
| 17 | 197 | 223 | 2 |
| 18 | 197 | 223 | 2 |
| 19 | 111 | 125 | 1 |
| 20 | 61 | 70 | 1 |
| 21 | 37 | 42 | 0 |
| 22 | 12 | 14 | 0 |
| 23 | 12 | 14 | 0 |
| 24 | 12 | 14 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 4 | 2620 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 2 | 4 | 2541 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 3 | 4 | 2489 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 4 | 4 | 2332 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 5 | 4 | 2070 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 6 | 4 | 2044 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 7 | 4 | 2017 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 8 | 4 | 1834 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 9 | 4 | 1808 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 10 | 4 | 1782 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 11 | 4 | 1546 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 12 | 4 | 1441 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 13 | 4 | 1415 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 14 | 4 | 1048 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 15 | 4 | 1048 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 16 | 4 | 733 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 17 | 4 | 420 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 18 | 4 | 420 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 19 | 4 | 236 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 20 | 4 | 131 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 4 | 79 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 22 | 4 | 26 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 4 | 26 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 4 | 26 | 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) | 17 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:03 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 13 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 2633 |
| 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 14: Lot 6 access

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, N |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|----|
| | E | W | S | N |
| 1 | 49 | 12 | 10 | 23 |
| 2 | 48 | 12 | 10 | 22 |
| 3 | 47 | 11 | 10 | 22 |
| 4 | 44 | 11 | 9 | 20 |
| 5 | 39 | 9 | 8 | 18 |
| 6 | 38 | 9 | 8 | 18 |
| 7 | 38 | 9 | 8 | 18 |
| 8 | 34 | 8 | 7 | 16 |
| 9 | 34 | 8 | 7 | 16 |
| 10 | 33 | 8 | 7 | 16 |
| 11 | 29 | 7 | 6 | 14 |
| 12 | 27 | 7 | 6 | 13 |
| 13 | 26 | 6 | 5 | 12 |
| 14 | 20 | 5 | 4 | 9 |
| 15 | 20 | 5 | 4 | 9 |
| 16 | 14 | 3 | 3 | 6 |
| 17 | 8 | 2 | 2 | 4 |
| 18 | 8 | 2 | 2 | 4 |
| 19 | 4 | 1 | 1 | 2 |
| 20 | 2 | 1 | 1 | 1 |
| 21 | 1 | 0 | 0 | 1 |
| 22 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 |
| 24 | 0 | 0 | 0 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 61 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 60 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 58 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 55 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 48 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 47 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 47 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 42 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 42 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 41 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 36 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 34 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 32 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 25 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 25 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 17 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 10 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 10 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 5 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 3 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 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 | N |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 8.8 | 8.6 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:01 | 0:03 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 10 | 23 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 94 | 94 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Signal Warrants Report For Intersection 15: Lot 1 access

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 | N, S |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|----|
| | E | W | N | S |
| 1 | 109 | 24 | 101 | 36 |
| 2 | 106 | 23 | 98 | 35 |
| 3 | 104 | 23 | 96 | 34 |
| 4 | 97 | 21 | 90 | 32 |
| 5 | 86 | 19 | 80 | 28 |
| 6 | 85 | 19 | 79 | 28 |
| 7 | 84 | 18 | 78 | 28 |
| 8 | 76 | 17 | 71 | 25 |
| 9 | 75 | 17 | 70 | 25 |
| 10 | 74 | 16 | 69 | 24 |
| 11 | 64 | 14 | 60 | 21 |
| 12 | 60 | 13 | 56 | 20 |
| 13 | 59 | 13 | 55 | 19 |
| 14 | 44 | 10 | 40 | 14 |
| 15 | 44 | 10 | 40 | 14 |
| 16 | 31 | 7 | 28 | 10 |
| 17 | 17 | 4 | 16 | 6 |
| 18 | 17 | 4 | 16 | 6 |
| 19 | 10 | 2 | 9 | 3 |
| 20 | 5 | 1 | 5 | 2 |
| 21 | 3 | 1 | 3 | 1 |
| 22 | 1 | 0 | 1 | 0 |
| 23 | 1 | 0 | 1 | 0 |
| 24 | 1 | 0 | 1 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 133 | 1 | 101 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 129 | 1 | 98 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 127 | 1 | 96 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 118 | 1 | 90 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 105 | 1 | 80 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 104 | 1 | 79 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 102 | 1 | 78 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 93 | 1 | 71 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 92 | 1 | 70 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 90 | 1 | 69 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 78 | 1 | 60 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 73 | 1 | 56 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 72 | 1 | 55 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 54 | 1 | 40 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 54 | 1 | 40 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 38 | 1 | 28 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 21 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 21 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 12 | 1 | 9 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 6 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 4 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 1 | 1 | 1 | 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 | N | S |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 10.1 | 8.5 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:17 | 0:05 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 101 | 36 |
| High Minor Volume Condition Met | Yes | No |
| Total Entering Volume on All Approaches During Same Hour | 270 | 270 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 5 2035 AM

Report File: Z:\...\2035 AM With Proj Vistro Report.pdf

12/4/2021

Trip Generation summary

Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|--------------------------|--------------------|------|-----------|-------|----------|-------|-------|-----------|-----------|-------------|------------------|
| 1: Lot 1 | Apts | #221 | DU | 0.320 | 153.000 | 27.00 | 73.00 | 13 | 36 | 49 | 60.49 |
| 2: Lot 6 | Apts | #221 | DU | 0.320 | 100.000 | 27.00 | 73.00 | 9 | 23 | 32 | 39.51 |
| Added Trips Total | | | | | | | | 22 | 59 | 81 | 100.00 |

Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 5 2035 AM

Report File: Z:\...\2035 AM With Proj Vistro Report.pdf

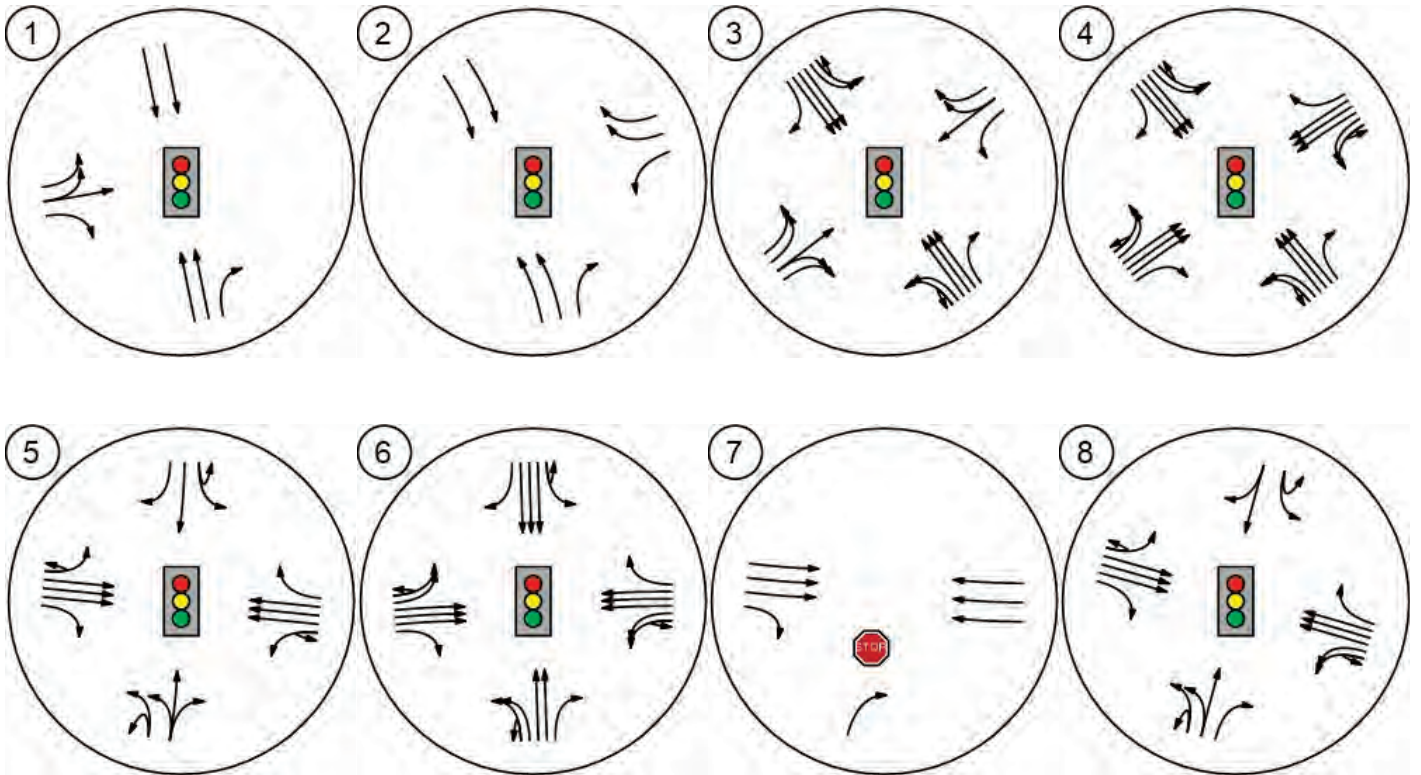
12/4/2021

Trip Distribution summary

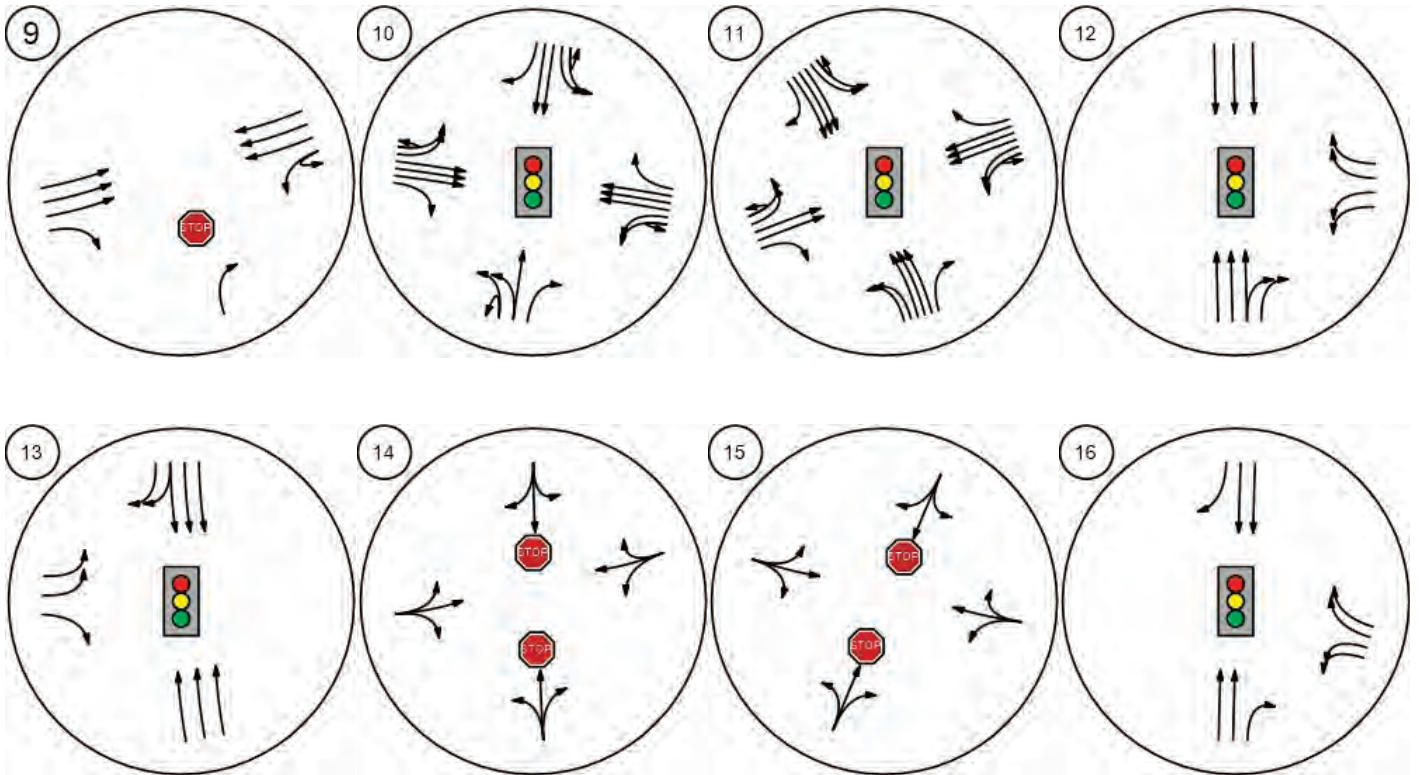
| Zone / Gate | Zone 1: Lot 1 | | | |
|----------------------------------|---------------|-----------|---------------|-----------|
| | To Lot 1: | | From Lot 1: | |
| | Share % | Trips | Share % | Trips |
| 2: Lot 6 | 0.00 | 0 | 0.00 | 0 |
| 11: S via Prairie City Rd | 0.00 | 0 | 0.00 | 0 |
| 12: W via US 50 | 22.00 | 3 | 22.00 | 9 |
| 13: W via American Aggregate Rd | 1.00 | 0 | 1.00 | 0 |
| 14: W via Iron Pt Rd | 0.00 | 0 | 0.00 | 0 |
| 15: N via Prairie City Rd | 8.00 | 1 | 8.00 | 3 |
| 16: N via Grover Rd | 4.00 | 1 | 4.00 | 1 |
| 17: Folsom HS | 2.00 | 0 | 2.00 | 1 |
| 18: N via Oak Ave. Pkwy | 15.00 | 2 | 15.00 | 5 |
| 19: N via Broadstone Pkwy | 5.00 | 1 | 5.00 | 2 |
| 20: Shops around Palladio | 4.00 | 1 | 4.00 | 1 |
| 21: E via Iron Pt Rd | 5.00 | 1 | 5.00 | 2 |
| 22: E Via US 50 | 10.00 | 1 | 10.00 | 4 |
| 23: Folsom Ranch Via Rowberry Dr | 12.00 | 2 | 12.00 | 4 |
| 24: S via Oak Ave Pkwy | 12.00 | 2 | 12.00 | 4 |
| Total | 100.00 | 15 | 100.00 | 36 |

| Zone / Gate | Zone 2: Lot 6 | | | |
|----------------------------------|---------------|----------|---------------|-----------|
| | To Lot 6: | | From Lot 6: | |
| | Share % | Trips | Share % | Trips |
| 1: Lot 1 | 0.00 | 0 | 0.00 | 0 |
| 11: S via Prairie City Rd | 0.00 | 0 | 0.00 | 0 |
| 12: W via US 50 | 22.00 | 2 | 22.00 | 6 |
| 13: W via American Aggregate Rd | 1.00 | 0 | 1.00 | 0 |
| 14: W via Iron Pt Rd | 0.00 | 0 | 0.00 | 0 |
| 15: N via Prairie City Rd | 8.00 | 1 | 8.00 | 2 |
| 16: N via Grover Rd | 4.00 | 0 | 4.00 | 1 |
| 17: Folsom HS | 2.00 | 0 | 2.00 | 0 |
| 18: N via Oak Ave. Pkwy | 15.00 | 1 | 15.00 | 3 |
| 19: N via Broadstone Pkwy | 5.00 | 0 | 5.00 | 1 |
| 20: Shops around Palladio | 4.00 | 0 | 4.00 | 1 |
| 21: E via Iron Pt Rd | 5.00 | 0 | 5.00 | 1 |
| 22: E Via US 50 | 10.00 | 1 | 10.00 | 2 |
| 23: Folsom Ranch Via Rowberry Dr | 12.00 | 1 | 12.00 | 3 |
| 24: S via Oak Ave Pkwy | 12.00 | 1 | 12.00 | 3 |
| Total | 100.00 | 7 | 100.00 | 23 |

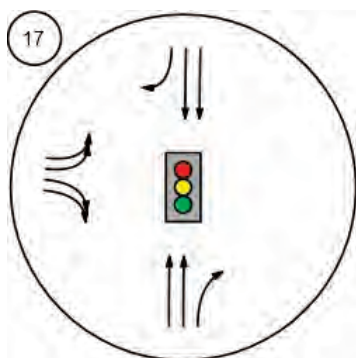
Lane Configuration and Traffic Control



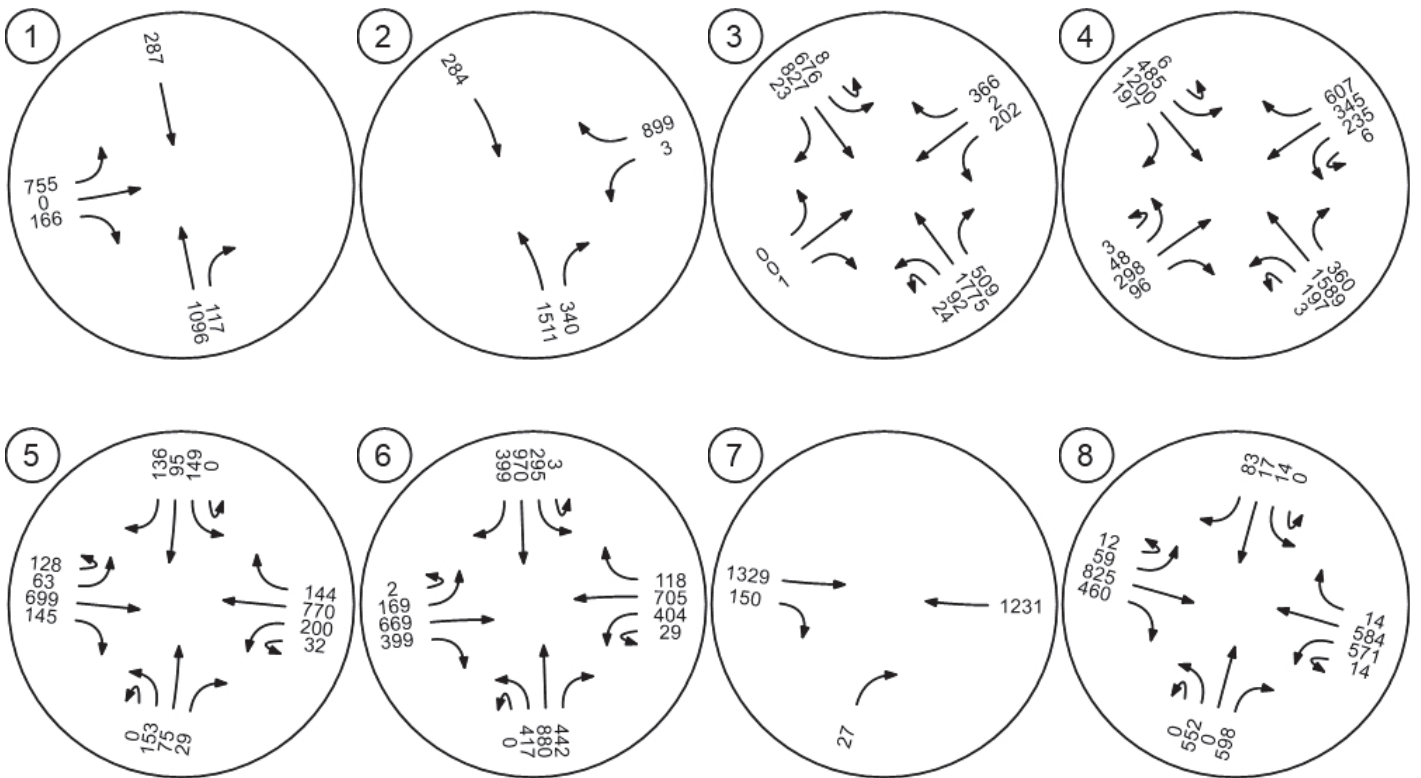
Lane Configuration and Traffic Control



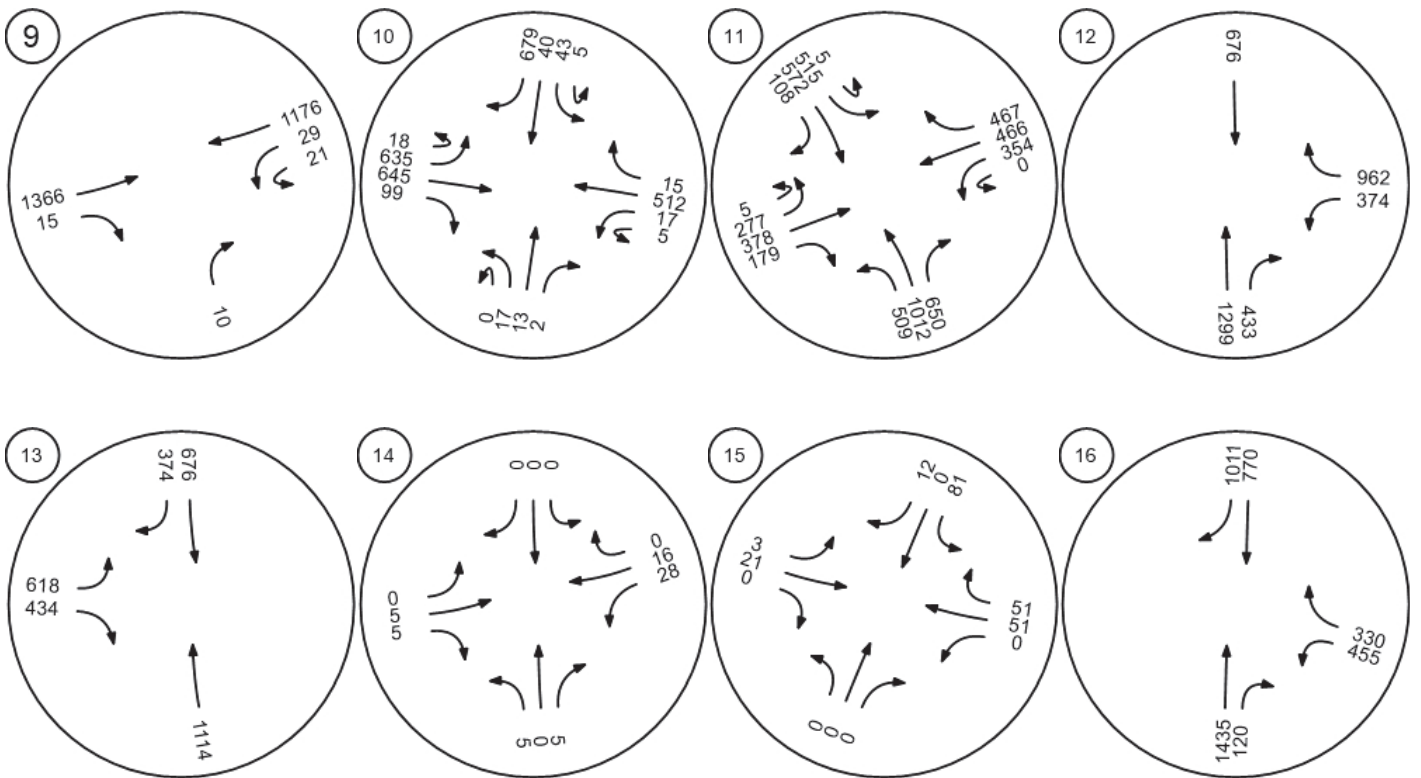
Lane Configuration and Traffic Control



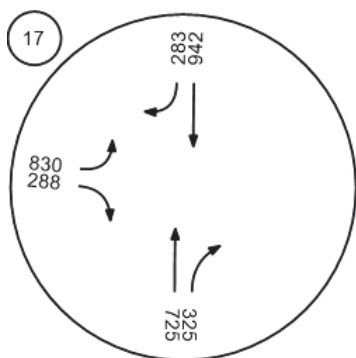
Traffic Volume - Base Volume



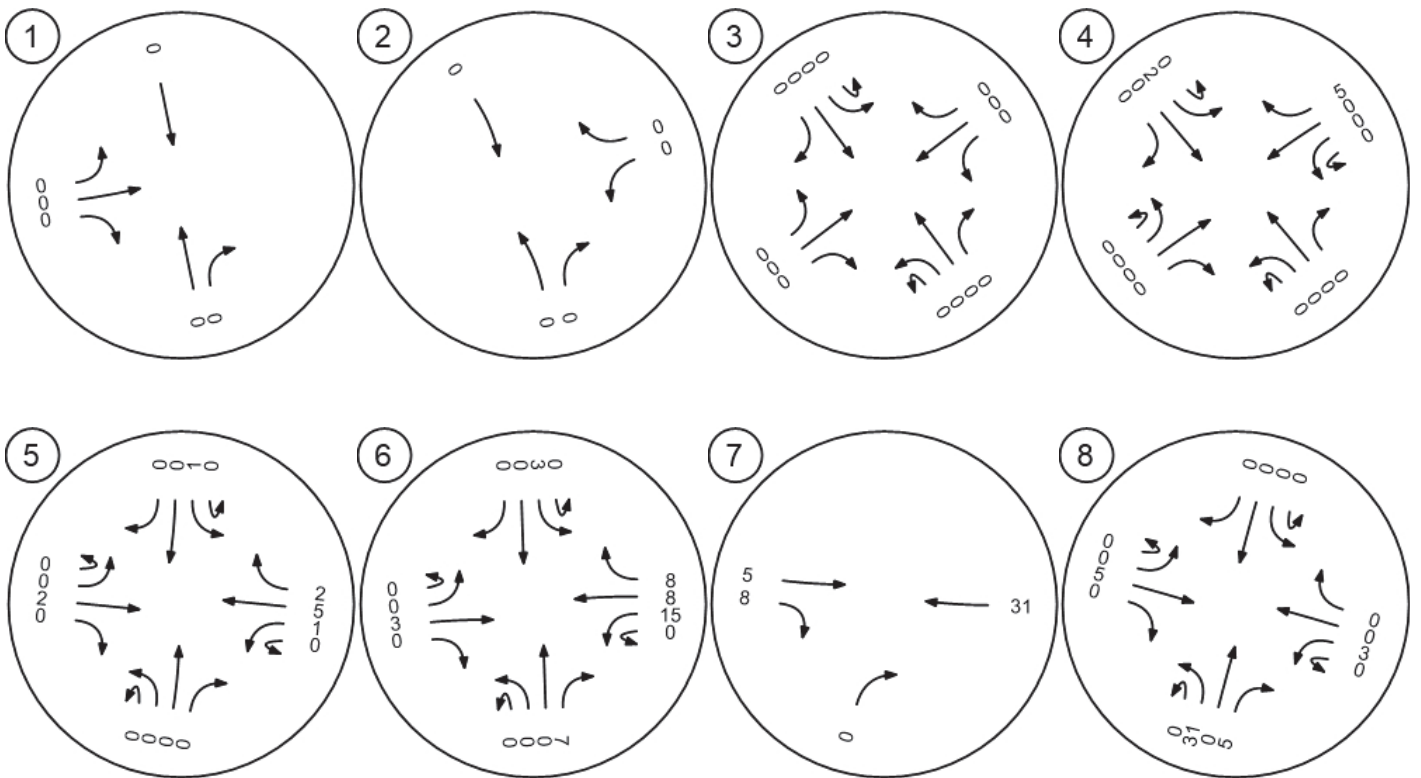
Traffic Volume - Base Volume



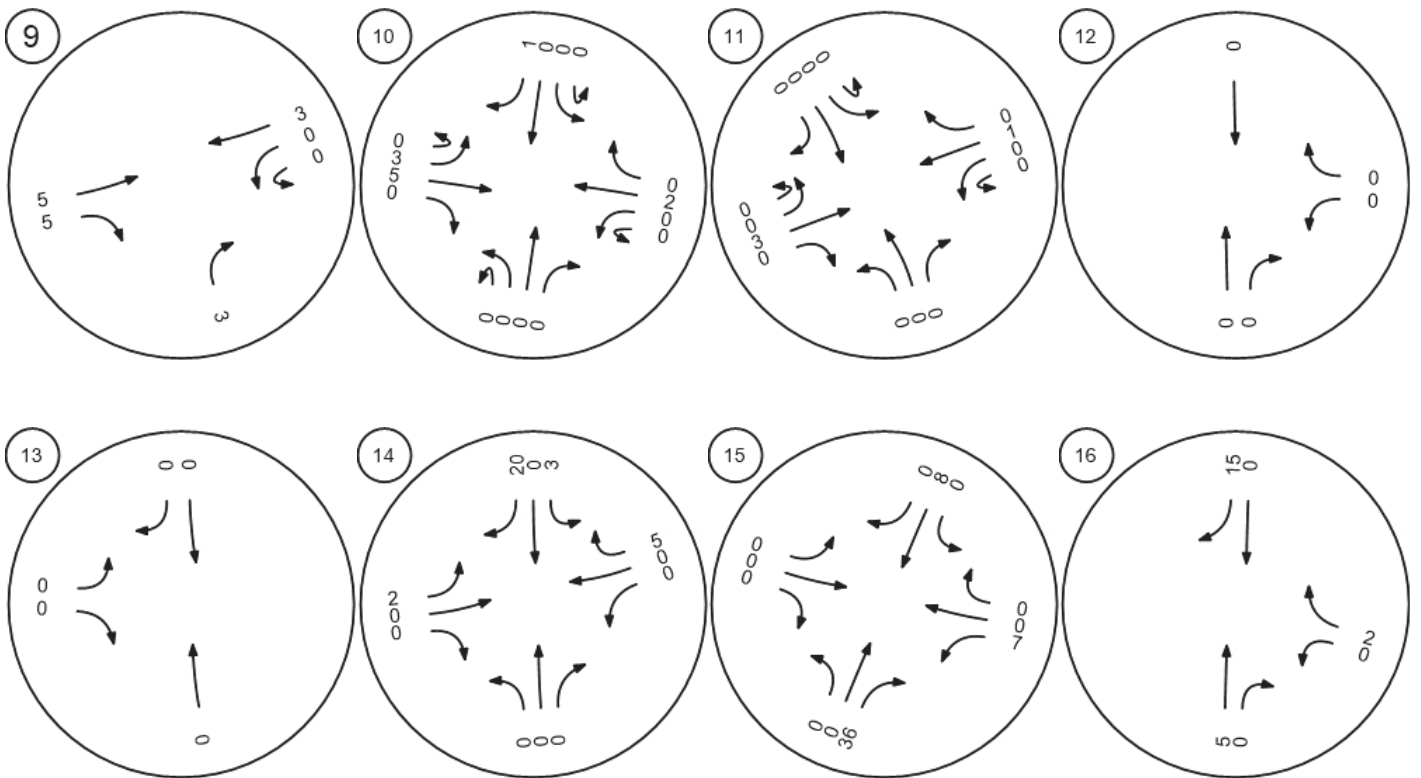
Traffic Volume - Base Volume



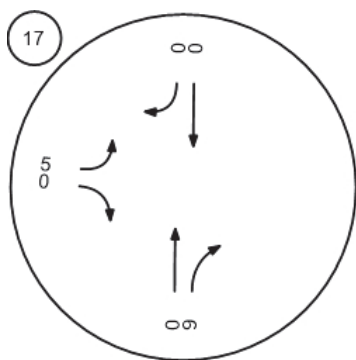
Traffic Volume - Net New Site Trips



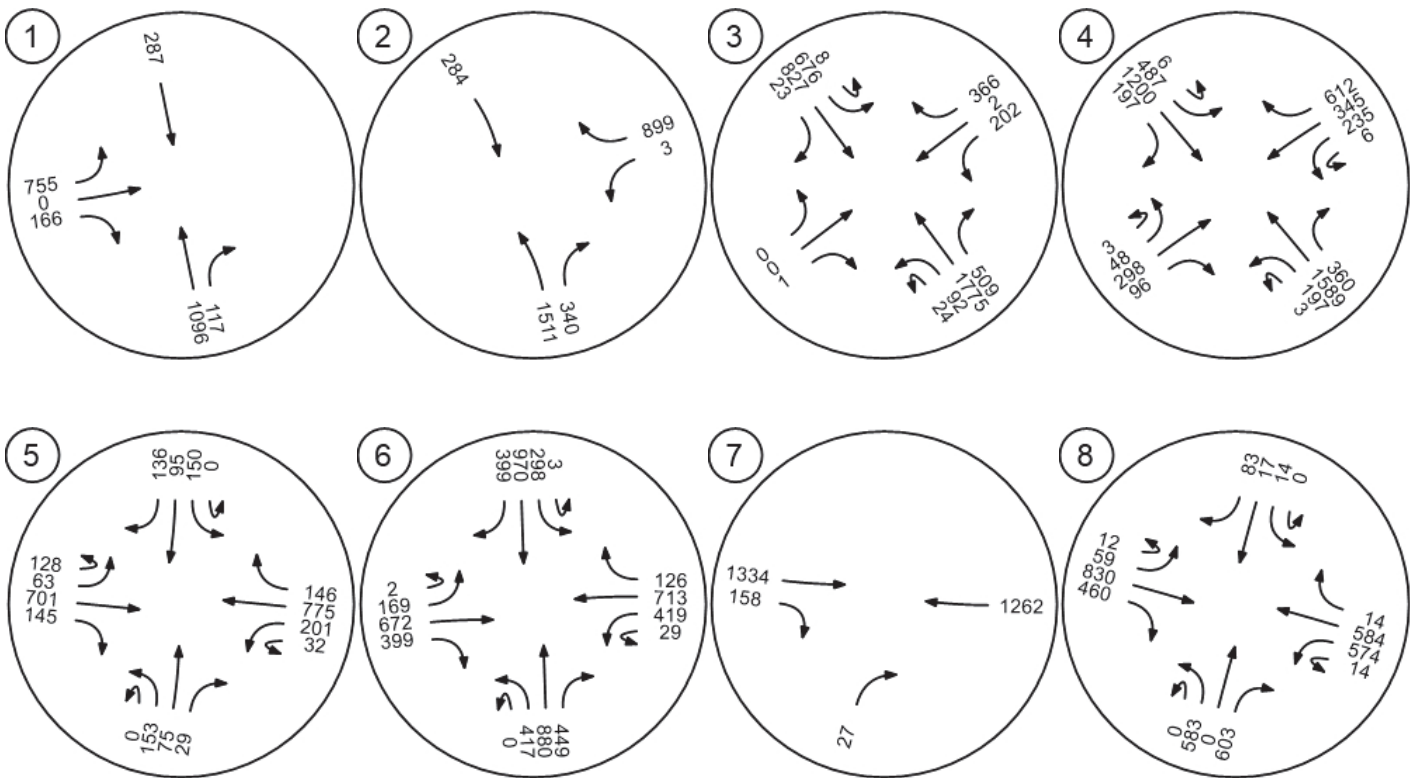
Traffic Volume - Net New Site Trips



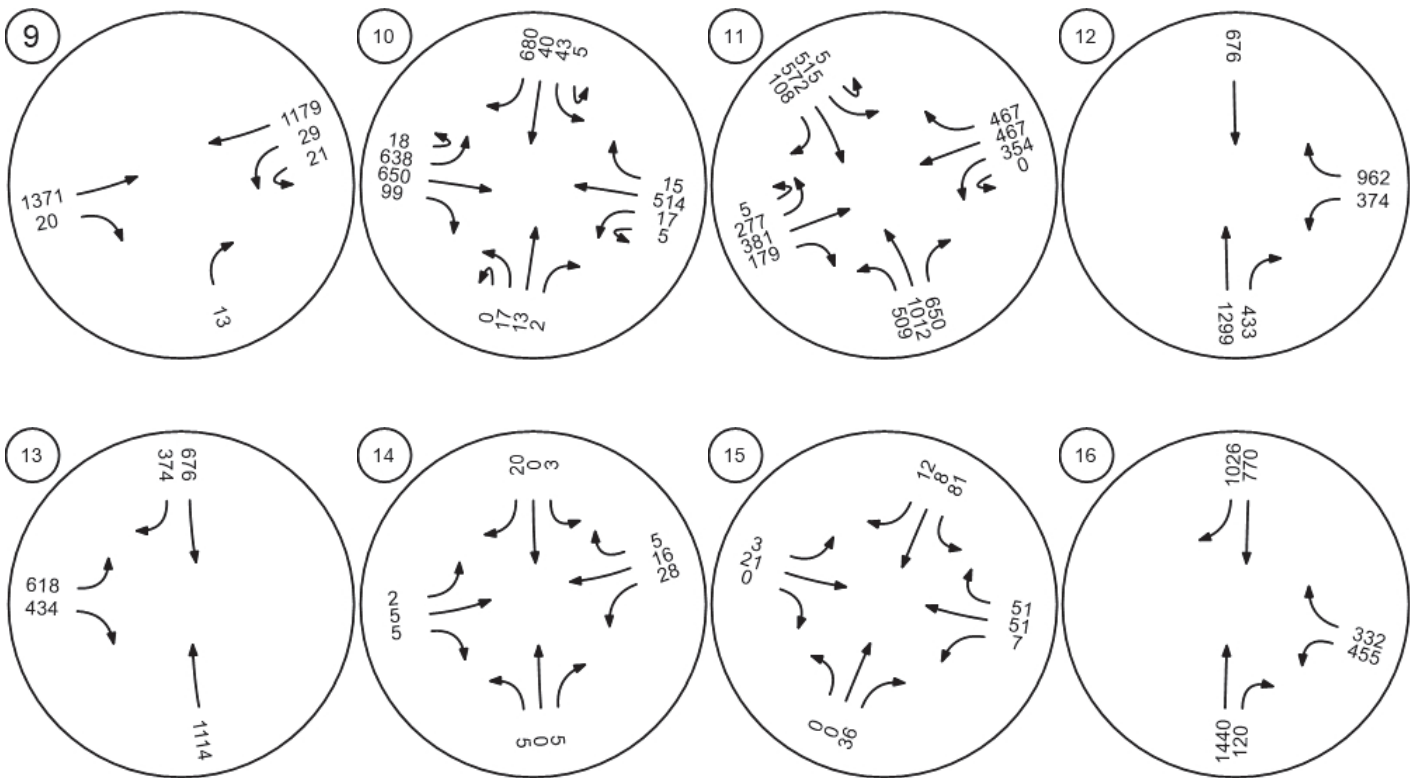
Traffic Volume - Net New Site Trips



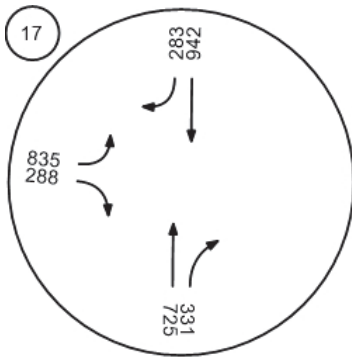
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 6 2035 PM

Report File: Z:\...\2035 PM With Proj Vistro Report.pdf

12/4/2021

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|-------------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Prairie City/US 50 EB | Signalized | HCM 6th Edition | NB Right | 0.827 | 9.5 | A |
| 2 | Prairie City/US 50 WB | Signalized | HCM 6th Edition | WB Right | 0.834 | 8.4 | A |
| 3 | Prairie City/American Aggregates Rd | Signalized | HCM 6th Edition | NB U-T | 0.559 | 29.5 | C |
| 4 | Prairie City/Iron Point | Signalized | HCM 6th Edition | EB Left | 0.666 | 38.1 | D |
| 5 | Iron Point/Grover | Signalized | HCM 6th Edition | WB Left | 0.543 | 39.1 | D |
| 6 | Iron Pt/Oak Ave Pkwy | Signalized | HCM 6th Edition | SB Left | 0.921 | 54.6 | D |
| 7 | Iron Pt/ W Kaiser access | Two-way stop | HCM 6th Edition | NB Right | 0.164 | 21.7 | C |
| 8 | Iron Pt/Rowberry | Signalized | HCM 6th Edition | EB Left | 0.812 | 34.0 | C |
| 9 | Iron Pt/Safe Credit Union access | Two-way stop | HCM 6th Edition | WB Left | 0.059 | 30.8 | D |
| 10 | Iron Pt/Broadstone | Signalized | HCM 6th Edition | WB U-T | 0.597 | 24.4 | C |
| 11 | Iron Pt/E Bidwell | Signalized | HCM 6th Edition | NB Left | 0.968 | 54.6 | D |
| 12 | E Bidwell/WB 50 | Signalized | HCM 6th Edition | WB Right | 0.787 | 21.2 | C |
| 13 | E Bidwell/EB 50 | Signalized | HCM 6th Edition | EB Right | 0.806 | 11.8 | B |
| 14 | Lot 6 access | Two-way stop | HCM 6th Edition | NB Left | 0.014 | 9.0 | A |
| 15 | Lot 1 access | Two-way stop | HCM 6th Edition | SB Thru | 0.031 | 10.3 | B |
| 16 | Oak Ave Pkwy/WB 50 | Signalized | HCM 6th Edition | SB Right | 1.084 | 23.4 | C |
| 17 | Oak Ave Pkwy/EB 50 | Signalized | HCM 6th Edition | SB Right | 0.943 | 20.9 | C |

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

**Intersection Level Of Service Report
Intersection 1: Prairie City/US 50 EB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 9.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.827 |

Intersection Setup

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\|r |  |  | \|\| |  |  | r\|r\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 50.00 | 100.0 | 100.0 | 100.0 | 470.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Prairie City | | | Prairie City | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 87 | 452 | 0 | 817 | 0 | 823 | 41 | 122 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 72 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 87 | 380 | 0 | 817 | 0 | 823 | 41 | 93 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.950 | 0.950 | 1.000 | 0.950 | 1.000 | 0.950 | 0.950 | 0.950 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 23 | 100 | 0 | 215 | 0 | 217 | 11 | 24 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 92 | 400 | 0 | 860 | 0 | 866 | 43 | 98 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 65 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Split | Split | Split | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | Yes | | | Yes | | | No | | | | |
| Maximum Recall | | No | | | No | | | No | | | | |
| Pedestrian Recall | | No | | | No | | | No | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | C | R | C | L | C | R |
|---|------|------|------|------|------|------|
| C, Cycle Length [s] | 31 | 31 | 31 | 31 | 31 | 31 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 10 | 10 | 10 | 10 | 10 | 10 |
| g / C, Green / Cycle | 0.32 | 0.32 | 0.32 | 0.34 | 0.34 | 0.34 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.25 | 0.24 | 0.25 | 0.25 | 0.06 |
| s, saturation flow rate [veh/h] | 3589 | 1602 | 3589 | 1795 | 1803 | 1602 |
| c, Capacity [veh/h] | 1168 | 522 | 1168 | 616 | 619 | 550 |
| d1, Uniform Delay [s] | 7.19 | 9.33 | 9.21 | 8.89 | 8.88 | 7.07 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.01 | 0.90 | 0.34 | 0.66 | 0.64 | 0.06 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.08 | 0.77 | 0.74 | 0.74 | 0.73 | 0.18 |
| d, Delay for Lane Group [s/veh] | 7.20 | 10.23 | 9.55 | 9.55 | 9.52 | 7.13 |
| Lane Group LOS | A | B | A | A | A | A |
| Critical Lane Group | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 0.14 | 1.65 | 1.67 | 1.76 | 1.76 | 0.29 |
| 50th-Percentile Queue Length [ft/ln] | 3.41 | 41.34 | 41.78 | 44.00 | 43.89 | 7.28 |
| 95th-Percentile Queue Length [veh/ln] | 0.25 | 2.98 | 3.01 | 3.17 | 3.16 | 0.52 |
| 95th-Percentile Queue Length [ft/ln] | 6.15 | 74.42 | 75.20 | 79.20 | 79.00 | 13.11 |

Movement, Approach, & Intersection Results

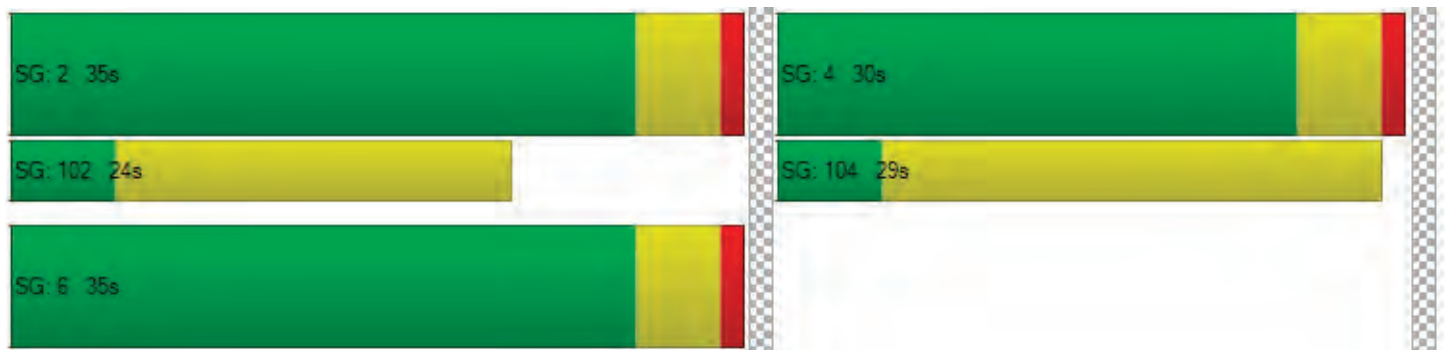
| | | | | | | | | | | | | |
|---------------------------------|-------|------|-------|------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 7.20 | 10.23 | 0.00 | 9.55 | 0.00 | 9.54 | 9.52 | 7.13 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | A | B | | A | | A | A | A | | | |
| d_A, Approach Delay [s/veh] | | 9.67 | | | 9.55 | | 9.30 | | | 0.00 | | |
| Approach LOS | | A | | | A | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 9.47 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.827 | | | | | | | | | | | |

Other Modes

| | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | 0.0 | | 0.0 | | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| d_p, Pedestrian Delay [s] | | 7.62 | | 0.00 | | 0.00 | | 7.62 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.643 | | 0.000 | | 0.000 | | 1.864 |
| Crosswalk LOS | | B | | F | | F | | 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] | | 1954 | | 1954 | | 1628 | | 0 |
| d_b, Bicycle Delay [s] | | 0.01 | | 0.01 | | 0.53 | | 15.30 |
| I_b,int, Bicycle LOS Score for Intersection | | 2.025 | | 2.269 | | 3.269 | | 4.132 |
| Bicycle LOS | | B | | B | | C | | D |

Sequence

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



**Intersection Level Of Service Report
Intersection 2: Prairie City/US 50 WB**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 8.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.834 |

Intersection Setup

| Name | Prairie City | | Prairie City | | WB 50 off | |
|------------------------------|--------------|--------|--------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↑↑↗ | | ↑↑ | | ↖↖↖ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 400.00 | 100.00 | 100.00 | 600.00 | 600.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | Yes | |

Volumes

| Name | Prairie City | | Prairie City | | WB 50 off | |
|--|--------------|--------|--------------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 776 | 134 | 0 | 805 | 12 | 604 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 3.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 121 |
| Total Hourly Volume [veh/h] | 776 | 134 | 0 | 805 | 12 | 483 |
| Peak Hour Factor | 0.8800 | 0.9400 | 1.0000 | 0.8800 | 0.9400 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 220 | 36 | 0 | 229 | 3 | 137 |
| Total Analysis Volume [veh/h] | 882 | 143 | 0 | 915 | 13 | 549 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Unsignalized | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|--------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 6 | 0 | 0 | 6 | 6 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 50 | 0 |
| Amber [s] | 4.1 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 56 | 0 |
| Vehicle Extension [s] | 1.5 | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 20 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.1 | 0.0 | 0.0 | 3.1 | 3.1 | 0.0 |
| Minimum Recall | Yes | | | Yes | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | L | R |
|---|------|------|------|------|
| C, Cycle Length [s] | 26 | 26 | 26 | 26 |
| L, Total Lost Time per Cycle [s] | 5.10 | 5.10 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.10 | 3.10 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 9 | 9 | 7 | 7 |
| g / C, Green / Cycle | 0.34 | 0.34 | 0.28 | 0.28 |
| (v / s)_i Volume / Saturation Flow Rate | 0.25 | 0.26 | 0.01 | 0.20 |
| s, saturation flow rate [veh/h] | 3532 | 3532 | 1795 | 2791 |
| c, Capacity [veh/h] | 1202 | 1202 | 497 | 772 |
| d1, Uniform Delay [s] | 7.72 | 7.82 | 7.02 | 8.68 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.33 | 0.38 | 0.01 | 0.46 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | |
|---------------------------------------|-------|-------|------|-------|
| X, volume / capacity | 0.73 | 0.76 | 0.03 | 0.71 |
| d, Delay for Lane Group [s/veh] | 8.05 | 8.20 | 7.03 | 9.13 |
| Lane Group LOS | A | A | A | A |
| Critical Lane Group | No | Yes | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 1.22 | 1.28 | 0.03 | 0.88 |
| 50th-Percentile Queue Length [ft/ln] | 30.40 | 32.08 | 0.83 | 22.10 |
| 95th-Percentile Queue Length [veh/ln] | 2.19 | 2.31 | 0.06 | 1.59 |
| 95th-Percentile Queue Length [ft/ln] | 54.71 | 57.74 | 1.49 | 39.77 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 8.05 | 0.00 | 0.00 | 8.20 | 7.03 | 9.13 |
| Movement LOS | A | | | A | A | A |
| d_A, Approach Delay [s/veh] | 8.05 | | 8.20 | | 9.08 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 8.36 | | | | | |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.834 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 4.52 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 2.388 |
| Crosswalk LOS | F | F | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 3846 | 3846 | 3846 |
| d_b, Bicycle Delay [s] | 11.27 | 11.27 | 11.27 |
| I_b,int, Bicycle LOS Score for Intersection | 2.287 | 2.314 | 1.560 |
| Bicycle LOS | B | B | A |

Sequence

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



Intersection Level Of Service Report
Intersection 3: Prairie City/American Aggregates Rd

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 29.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.559 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | | [Diagram] | | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100 | 100 | 100 | 100 | 400 | 100 | 100 | 100 | 100.0 | 100.0 | 100.0 | 130.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | | No | | | | No | | | No | | |
| Crosswalk | No | | | | Yes | | | | Yes | | | Yes | | |

Volumes

| Name | Prairie City | | | | Prairie City | | | | Am Ag | | | Am Ag | | |
|--|--------------|------|------|------|--------------|------|------|------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 46 | 20 | 120 | 107 | 5 | 147 | 109 | 7 | 44 | 9 | 119 | 202 | 2 | 238 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 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 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 0 | 0 | 69 |
| Total Hourly Volume [veh/h] | 46 | 20 | 120 | 83 | 5 | 147 | 109 | 7 | 44 | 9 | 0 | 202 | 2 | 169 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.78 | 0.78 | 0.81 | 0.78 | 0.780 | 0.780 | 0.810 | 0.810 | 0.780 | 0.780 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 14 | 6 | 373 | 26 | 2 | 47 | 336 | 2 | 14 | 3 | 0 | 62 | 1 | 54 |
| Total Analysis Volume [veh/h] | 57 | 25 | 149 | 102 | 6 | 188 | 134 | 9 | 56 | 12 | 0 | 249 | 3 | 217 |
| Presence of On-Street Parking | No | | | No | No | | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | 51 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 51 | | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 2 | | | | 0 | | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | 2 | | |
| 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] | 164 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Per | Per | Prot | Per | Per | Split | Split | Split | Split | Split | Split |
|------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 0 | 3 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 0 |
| Maximum Green [s] | 0 | 30 | 50 | 0 | 0 | 50 | 50 | 0 | 30 | 24 | 0 | 0 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 3.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 56 | 0 | 0 | 55 | 56 | 0 | 0 | 29 | 0 | 0 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 2.0 | 5.0 | 0.0 | 3.0 | 2.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 18 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 2.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | | | No | |
| Maximum Recall | | No | No | | | No | No | | | No | | | No | |
| Pedestrian Recall | | 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 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 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 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| C, Cycle Length [s] | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.00 | 6.00 | 4.50 | 6.00 | 6.00 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.00 | 4.00 | 2.50 | 4.00 | 4.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 6 | 95 | 95 | 11 | 101 | 101 | 5 | 5 | 5 | 33 | 33 | 33 |
| g / C, Green / Cycle | 0.04 | 0.58 | 0.58 | 0.07 | 0.62 | 0.62 | 0.03 | 0.03 | 0.03 | 0.20 | 0.20 | 0.20 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02 | 0.29 | 0.06 | 0.06 | 0.26 | 0.01 | 0.02 | 0.01 | 0.00 | 0.14 | 0.07 | 0.07 |
| s, saturation flow rate [veh/h] | 3459 | 5094 | 1588 | 3486 | 5094 | 1602 | 3486 | 1885 | 1589 | 1781 | 1489 | 1480 |
| c, Capacity [veh/h] | 124 | 2962 | 923 | 242 | 3134 | 986 | 102 | 55 | 47 | 357 | 299 | 297 |
| d1, Uniform Delay [s] | 78.11 | 20.30 | 15.35 | 75.19 | 16.50 | 12.21 | 78.54 | 77.77 | 0.00 | 60.92 | 56.59 | 56.25 |
| k, delay calibration | 0.04 | 0.50 | 0.50 | 0.04 | 0.50 | 0.50 | 0.04 | 0.04 | 0.04 | 0.07 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.26 | 0.61 | 0.24 | 2.32 | 0.43 | 0.02 | 1.69 | 0.72 | 0.00 | 1.62 | 0.28 | 0.28 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| X, volume / capacity | 0.66 | 0.50 | 0.11 | 0.80 | 0.43 | 0.01 | 0.55 | 0.22 | 0.00 | 0.70 | 0.37 | 0.37 |
| d, Delay for Lane Group [s/veh] | 80.37 | 20.92 | 15.59 | 77.51 | 16.93 | 12.22 | 80.23 | 78.49 | 0.00 | 62.53 | 56.87 | 56.54 |
| Lane Group LOS | F | C | B | E | B | B | F | E | A | E | E | E |
| Critical Lane Group | No | Yes | No | Yes | No | No | Yes | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 1.76 | 11.52 | 1.82 | 4.14 | 9.05 | 0.14 | 1.20 | 0.51 | 0.00 | 9.87 | 4.02 | 3.98 |
| 50th-Percentile Queue Length [ft/ln] | 44.07 | 287.9 | 45.60 | 103.4 | 226.1 | 3.43 | 30.02 | 12.76 | 0.00 | 246.7 | 100.3 | 99.39 |
| 95th-Percentile Queue Length [veh/ln] | 3.17 | 17.08 | 3.28 | 7.45 | 13.98 | 0.25 | 2.16 | 0.92 | 0.00 | 15.02 | 7.23 | 7.16 |
| 95th-Percentile Queue Length [ft/ln] | 79.33 | 427.0 | 82.08 | 186.1 | 349.4 | 6.17 | 54.03 | 22.97 | 0.00 | 375.4 | 180.6 | 178.9 |

Movement, Approach, & Intersection Results

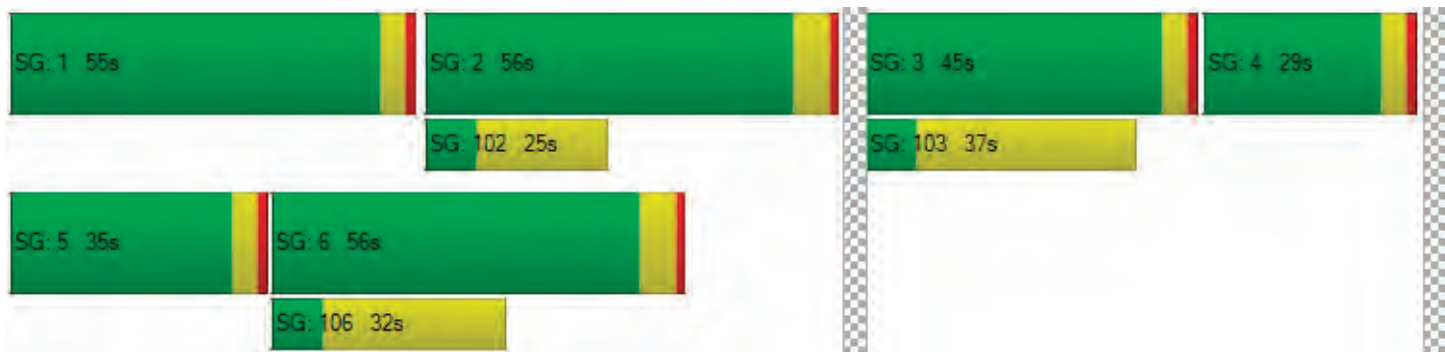
| | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|------|------|-------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 80.3 | 80.3 | 20.9 | 15.5 | 77.5 | 77.5 | 16.9 | 12.2 | 80.23 | 78.49 | 39.25 | 62.53 | 56.87 | 56.70 |
| Movement LOS | F | F | C | B | E | E | B | B | F | E | D | E | E | E |
| d_A, Approach Delay [s/veh] | 23.50 | | | 24.49 | | | 79.92 | | | 59.80 | | | | |
| Approach LOS | C | | | C | | | E | | | E | | | | |
| d_I, Intersection Delay [s/veh] | 29.46 | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | |
| Intersection V/C | 0.559 | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 71.38 | 71.38 | 71.38 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.325 | 2.687 | 2.595 |
| Crosswalk LOS | F | C | B | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 610 | 610 | 299 | 494 |
| d_b, Bicycle Delay [s] | 39.63 | 39.63 | 59.34 | 46.51 |
| I_b,int, Bicycle LOS Score for Intersection | 2.462 | 2.308 | 1.868 | 2.447 |
| Bicycle LOS | B | B | A | B |

Sequence

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



**Intersection Level Of Service Report
Intersection 4: Prairie City/Iron Point**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 38.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.666 |

Intersection Setup

| Name | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|--------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 230. | 100. | 100. | 100. | 210. | 100. | 100. | 185. | 100. | 100. | 100. | 100. | 250. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 100 | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | Prairie City | | | | Prairie City | | | | Iron Pt | | | | Iron Pt | | | |
|--|--------------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 3 | 160 | 109 | 236 | 15 | 655 | 104 | 119 | 1 | 85 | 210 | 78 | 14 | 116 | 251 | 498 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 160 | 109 | 236 | 15 | 660 | 104 | 119 | 1 | 85 | 210 | 78 | 14 | 116 | 251 | 501 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 1 | 48 | 326 | 70 | 4 | 196 | 312 | 35 | 0 | 25 | 63 | 23 | 4 | 35 | 75 | 149 |
| Total Analysis Volume [veh/h] | 4 | 190 | 130 | 281 | 18 | 786 | 124 | 142 | 1 | 101 | 250 | 93 | 17 | 138 | 299 | 596 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 74 | | | | 0 | | | | 1 | | | | 54 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 1 | | | | 54 | | | | 74 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 58 | | | | 2 | | | | 134 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 134 | | | | 2 | | | | 58 | | | |
| 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] | 185 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 7 | 0 |
| Maximum Green [s] | 0 | 35 | 59 | 0 | 0 | 35 | 59 | 0 | 0 | 25 | 40 | 0 | 0 | 35 | 40 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 5.0 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 40 | 65 | 0 | 0 | 40 | 65 | 0 | 0 | 30 | 40 | 0 | 0 | 40 | 46 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 28 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 4.0 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.50 | 4.50 | 6.00 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 3.50 | 2.50 | 4.00 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 9 | 35 | 30 | 56 | 5 | 28 | 8 | 30 |
| g / C, Green / Cycle | 0.07 | 0.29 | 0.25 | 0.46 | 0.05 | 0.23 | 0.06 | 0.25 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.25 | 0.23 | 0.24 | 0.03 | 0.05 | 0.04 | 0.06 |
| s, saturation flow rate [veh/h] | 3486 | 5135 | 3486 | 5135 | 3486 | 5135 | 3486 | 5135 |
| c, Capacity [veh/h] | 258 | 1484 | 875 | 2370 | 158 | 1193 | 217 | 1281 |
| d1, Uniform Delay [s] | 54.86 | 40.96 | 44.07 | 23.13 | 56.75 | 37.44 | 55.61 | 36.15 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.66 | 0.70 | 1.78 | 0.07 | 1.67 | 0.03 | 1.64 | 0.03 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|-------|--------|--------|
| X, volume / capacity | 0.75 | 0.88 | 0.92 | 0.53 | 0.65 | 0.21 | 0.71 | 0.23 |
| d, Delay for Lane Group [s/veh] | 56.52 | 41.66 | 45.85 | 23.19 | 58.42 | 37.47 | 57.25 | 36.18 |
| Lane Group LOS | E | D | D | C | E | D | E | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 2.95 | 12.31 | 11.84 | 8.34 | 1.57 | 2.01 | 2.37 | 2.36 |
| 50th-Percentile Queue Length [ft/ln] | 73.82 | 307.69 | 295.91 | 208.38 | 39.18 | 50.15 | 59.15 | 59.06 |
| 95th-Percentile Queue Length [veh/ln] | 5.31 | 18.06 | 17.48 | 13.07 | 2.82 | 3.61 | 4.26 | 4.25 |
| 95th-Percentile Queue Length [ft/ln] | 132.87 | 451.53 | 436.96 | 326.75 | 70.52 | 90.27 | 106.47 | 106.31 |

Movement, Approach, & Intersection Results

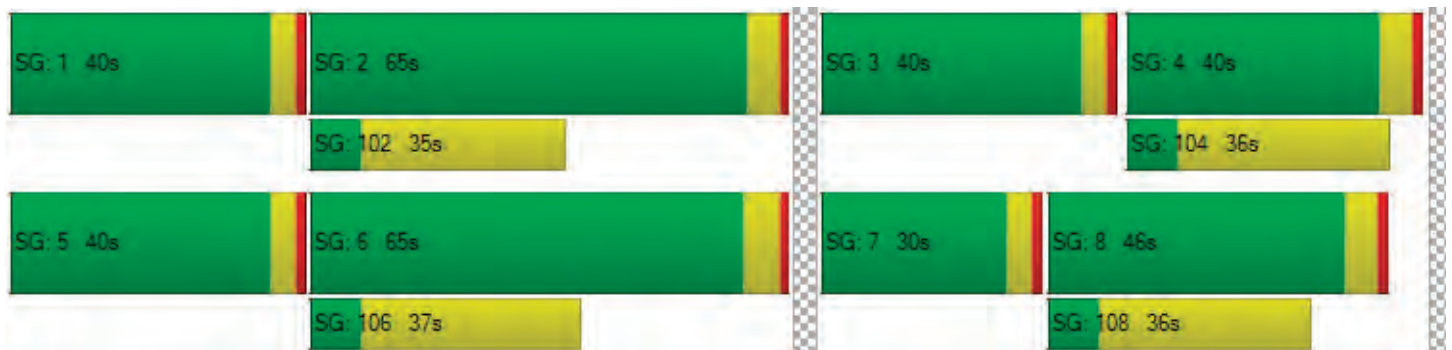
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 56.5 | 56.5 | 41.6 | 0.00 | 45.8 | 45.8 | 23.1 | 0.00 | 58.4 | 58.4 | 37.4 | 0.00 | 57.2 | 57.2 | 36.1 | 0.00 |
| Movement LOS | E | E | D | | D | D | C | | E | E | D | | E | E | D | |
| d_A, Approach Delay [s/veh] | 43.58 | | | | 32.08 | | | | 43.54 | | | | 43.38 | | | |
| Approach LOS | D | | | | C | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 38.14 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.666 | | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|--------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 11.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 109.46 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 49.86 | 49.86 | 49.86 | 49.86 |
| I_p,int, Pedestrian LOS Score for Intersection | 3.262 | 3.238 | 3.063 | 3.126 |
| Crosswalk LOS | C | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 986 | 977 | 572 | 671 |
| d_b, Bicycle Delay [s] | 15.52 | 15.78 | 30.79 | 26.65 |
| I_b,int, Bicycle LOS Score for Intersection | 2.381 | 2.255 | 1.698 | 1.733 |
| 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 5: Iron Point/Grover**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 39.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.543 |

Intersection Setup

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | + + |  |  |  | + \| \| |  |  |  | + \| \| \| |  |  |  | + \| \| \| |  |  |  |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 100. | 100. | 100. | 200. | 200. | 100. | 100. | 230. | 210. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | No | | | |

Volumes

| Name | Folsom HS | | | | Grover | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|--------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 105 | 50 | 28 | 0 | 136 | 36 | 67 | 92 | 99 | 975 | 42 | 29 | 48 | 648 | 110 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 3 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 26 |
| Total Hourly Volume [veh/h] | 0 | 105 | 50 | 21 | 0 | 139 | 36 | 45 | 92 | 99 | 980 | 28 | 29 | 49 | 651 | 86 |
| Peak Hour Factor | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 34 | 16 | 7 | 0 | 45 | 12 | 15 | 30 | 32 | 318 | 9 | 9 | 16 | 211 | 28 |
| Total Analysis Volume [veh/h] | 0 | 136 | 65 | 27 | 0 | 181 | 47 | 58 | 119 | 129 | 127 | 36 | 38 | 64 | 845 | 112 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 16 | | | | 411 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 411 | | | | 16 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 7 | | | | 338 | | | | 28 | | | | 25 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 28 | | | | 25 | | | | 7 | | | | 338 | | | |
| 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 | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Split | Split | Split | Split | Split | Split | Split | Split | Split | Per | Prot | Per | Per | Per | Prot | Per | Per |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 0 | 0 | 3 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 30 | 69 | 0 | 0 | 30 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | |
| Walk [s] | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 15 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|----|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 27 |
| Pedestrian Clearance [s] | 30 |

Lane Group Calculations

| Lane Group | L | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 123 | 123 | 123 | 123 | 123 | 123 | 123 | 123 | 123 | 123 | 123 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 10 | 10 | 40 | 40 | 40 | 19 | 46 | 46 | 9 | 35 | 35 |
| g / C, Green / Cycle | 0.08 | 0.08 | 0.32 | 0.32 | 0.32 | 0.15 | 0.37 | 0.37 | 0.07 | 0.29 | 0.29 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.06 | 0.10 | 0.03 | 0.05 | 0.14 | 0.25 | 0.02 | 0.06 | 0.17 | 0.11 |
| s, saturation flow rate [veh/h] | 1781 | 1778 | 1781 | 1870 | 1082 | 1781 | 5094 | 1514 | 1781 | 5094 | 994 |
| c, Capacity [veh/h] | 145 | 144 | 578 | 607 | 351 | 275 | 1888 | 561 | 127 | 1464 | 286 |
| d1, Uniform Delay [s] | 55.61 | 55.61 | 31.33 | 28.87 | 29.21 | 51.19 | 32.55 | 24.98 | 56.41 | 37.54 | 33.69 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.07 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 3.59 | 3.60 | 0.11 | 0.02 | 0.08 | 6.78 | 0.73 | 0.08 | 4.42 | 0.62 | 1.50 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X, volume / capacity | 0.79 | 0.79 | 0.31 | 0.08 | 0.17 | 0.90 | 0.67 | 0.06 | 0.80 | 0.58 | 0.39 |
| d, Delay for Lane Group [s/veh] | 59.20 | 59.21 | 31.44 | 28.89 | 29.29 | 57.97 | 33.28 | 25.06 | 60.82 | 38.16 | 35.19 |
| Lane Group LOS | E | E | C | C | C | E | C | C | E | D | D |
| Critical Lane Group | No | Yes | Yes | No | No | No | Yes | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 3.62 | 3.62 | 4.09 | 0.98 | 1.22 | 8.02 | 10.68 | 0.70 | 3.28 | 7.34 | 2.71 |
| 50th-Percentile Queue Length [ft/ln] | 90.60 | 90.52 | 102.2 | 24.45 | 30.62 | 200.5 | 266.9 | 17.49 | 82.05 | 183.6 | 67.74 |
| 95th-Percentile Queue Length [veh/ln] | 6.52 | 6.52 | 7.36 | 1.76 | 2.20 | 12.67 | 16.04 | 1.26 | 5.91 | 11.79 | 4.88 |
| 95th-Percentile Queue Length [ft/ln] | 163.07 | 162.93 | 184.1 | 44.01 | 55.11 | 316.7 | 400.9 | 31.49 | 147.6 | 294.7 | 121.9 |

Movement, Approach, & Intersection Results

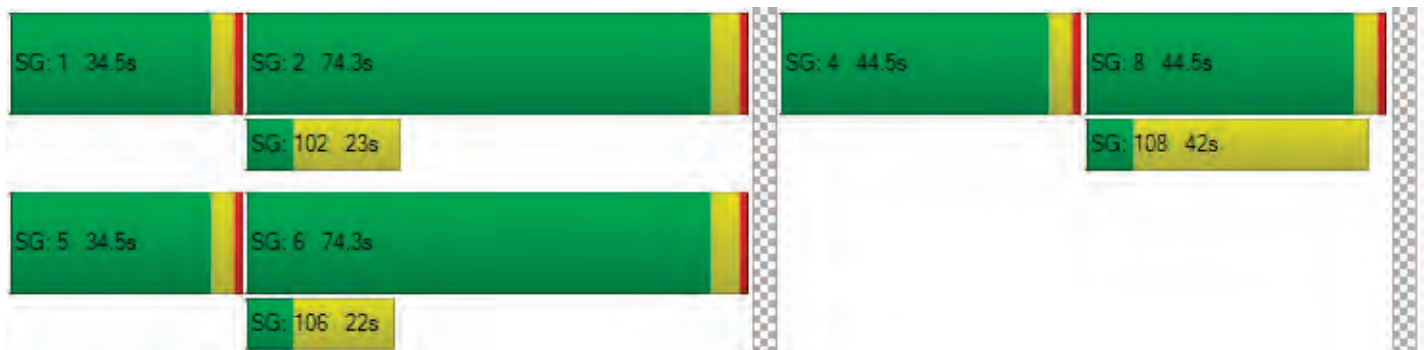
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 59.2 | 59.2 | 59.2 | 59.2 | 31.4 | 31.4 | 28.8 | 29.2 | 57.9 | 57.9 | 33.2 | 25.0 | 60.8 | 60.8 | 38.1 | 35.1 |
| Movement LOS | E | E | E | E | C | C | C | C | E | E | C | C | E | E | D | D |
| d_A, Approach Delay [s/veh] | 59.21 | | | | 30.58 | | | | 37.02 | | | | 40.03 | | | |
| Approach LOS | E | | | | C | | | | D | | | | D | | | |
| d_I, Intersection Delay [s/veh] | 39.07 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.543 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | | |
|--|--------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 11.0 | | | | 0.0 | | | |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 184.47 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| d_p, Pedestrian Delay [s] | 51.07 | | | | 51.07 | | | | 51.07 | | | | 0.00 | | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.097 | | | | 2.333 | | | | 3.081 | | | | 0.000 | | | |
| Crosswalk LOS | B | | | | B | | | | C | | | | F | | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 650 | | | | 650 | | | | 1121 | | | | 1121 | | | |
| d_b, Bicycle Delay [s] | 28.07 | | | | 28.07 | | | | 11.91 | | | | 11.91 | | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.726 | | | | 1.769 | | | | 2.353 | | | | 2.135 | | | |
| Bicycle LOS | A | | | | A | | | | B | | | | B | | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 6: Iron Pt/Oak Ave Pkwy**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 54.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.921 |

Intersection Setup

| Name | | | | | Oak Ave Pkwy | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|--------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | | ↔↔↔↔ | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 200. | 100. | 100. | 200. | 200. | 100. | 100. | 200. | 200. | 100. | 100. | 100. | 200. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 100. | 0.00 | 0.00 | 0.00 | 250. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 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 | | | | | Oak Ave Pkwy | | | | Iron Pt | | | | Iron Pt | | | |
|--|------|------|------|------|--------------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 480 | 982 | 564 | 3 | 205 | 113 | 81 | 45 | 286 | 865 | 528 | 9 | 758 | 579 | 256 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 21 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 8 | 6 | 6 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 585 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 480 | 982 | 0 | 3 | 215 | 113 | 81 | 45 | 286 | 875 | 528 | 9 | 766 | 585 | 262 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 124 | 253 | 0 | 1 | 55 | 293 | 21 | 12 | 74 | 226 | 136 | 2 | 197 | 151 | 68 |
| Total Analysis Volume [veh/h] | 0 | 495 | 101 | 0 | 3 | 222 | 117 | 84 | 46 | 295 | 902 | 544 | 9 | 790 | 603 | 270 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 140 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 7 | 4 | 0 | 0 | 3 | 8 | 0 | 0 | 5 | 2 | 0 | 1 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - | Lea | Lea | - | - |
| Minimum Green [s] | 0 | 7 | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 7 | 7 | 0 | 7 | 7 | 7 | 0 |
| Maximum Green [s] | 0 | 20 | 40 | 0 | 0 | 20 | 40 | 0 | 0 | 21 | 28 | 0 | 30 | 30 | 37 | 0 |
| Amber [s] | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 3.5 | 3.5 | 4.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 2.0 | 0.0 | 0.0 | 1.0 | 2.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 25 | 46 | 0 | 0 | 25 | 46 | 0 | 0 | 26 | 34 | 0 | 35 | 35 | 43 | 0 |
| Vehicle Extension [s] | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 35 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 32 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | No | | | | No | | | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 4.5 | 0.0 | 0.0 | 2.5 | 4.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 2.5 | 2.5 | 3.5 | 0.0 |
| Minimum Recall | | No | Yes | | | No | Yes | | | No | Yes | | | No | Yes | |
| 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 7 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 |
| L, Total Lost Time per Cycle [s] | 4.50 | 6.50 | 4.50 | 6.50 | 4.50 | 5.50 | 4.50 | 5.50 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 2.50 | 4.50 | 2.50 | 4.50 | 2.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 20 | 40 | 19 | 38 | 15 | 26 | 30 | 40 |
| g / C, Green / Cycle | 0.15 | 0.29 | 0.14 | 0.28 | 0.11 | 0.19 | 0.22 | 0.30 |
| (v / s)_i Volume / Saturation Flow Rate | 0.14 | 0.28 | 0.13 | 0.23 | 0.10 | 0.18 | 0.23 | 0.12 |
| s, saturation flow rate [veh/h] | 3486 | 3589 | 1795 | 5135 | 3486 | 5135 | 3486 | 5135 |
| c, Capacity [veh/h] | 516 | 1053 | 249 | 1458 | 393 | 976 | 775 | 1539 |
| d1, Uniform Delay [s] | 57.10 | 46.94 | 57.26 | 44.83 | 58.91 | 53.71 | 52.51 | 37.52 |
| k, delay calibration | 0.04 | 0.04 | 0.27 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 5.06 | 2.89 | 23.80 | 0.40 | 2.32 | 1.71 | 18.74 | 0.06 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| X, volume / capacity | 0.96 | 0.96 | 0.90 | 0.80 | 0.87 | 0.92 | 1.03 | 0.39 |
| d, Delay for Lane Group [s/veh] | 62.16 | 49.82 | 81.06 | 45.23 | 61.23 | 55.42 | 71.25 | 37.58 |
| Lane Group LOS | E | D | F | D | E | E | F | D |
| Critical Lane Group | No | Yes | Yes | No | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 8.74 | 17.05 | 9.21 | 12.17 | 5.87 | 10.17 | 15.09 | 5.33 |
| 50th-Percentile Queue Length [ft/ln] | 218.44 | 426.26 | 230.19 | 304.21 | 146.65 | 254.32 | 377.27 | 133.17 |
| 95th-Percentile Queue Length [veh/ln] | 13.59 | 23.82 | 14.18 | 17.89 | 9.84 | 15.40 | 21.84 | 9.11 |
| 95th-Percentile Queue Length [ft/ln] | 339.64 | 595.56 | 354.60 | 447.23 | 245.96 | 385.09 | 546.00 | 227.80 |

Movement, Approach, & Intersection Results

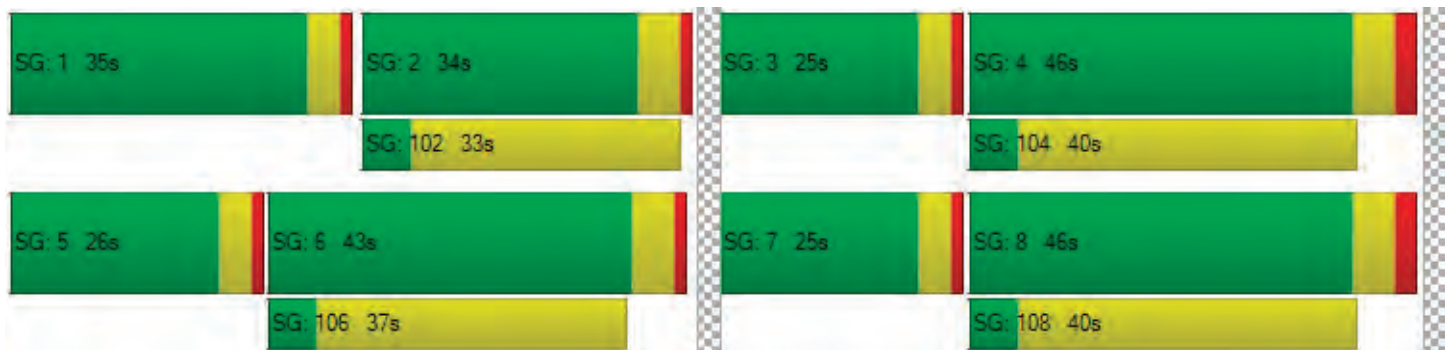
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 62.1 | 62.1 | 49.8 | 0.00 | 81.0 | 81.0 | 45.2 | 0.00 | 61.2 | 61.2 | 55.4 | 0.00 | 71.2 | 71.2 | 37.5 | 0.00 |
| Movement LOS | E | E | D | | F | F | D | | E | E | E | | E | F | D | |
| d_A, Approach Delay [s/veh] | 53.87 | | | | 51.01 | | | | 57.02 | | | | 56.77 | | | |
| Approach LOS | D | | | | D | | | | E | | | | E | | | |
| d_I, Intersection Delay [s/veh] | 54.59 | | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | | |
| Intersection V/C | 0.921 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | |
|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | | | | 9.0 | | | | 9.0 | | | | 9.0 | | |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | |
| d_p, Pedestrian Delay [s] | 58.75 | | | | 58.75 | | | | 58.75 | | | | 58.75 | | |
| l_p,int, Pedestrian LOS Score for Intersection | 3.169 | | | | 3.076 | | | | 3.123 | | | | 3.233 | | |
| Crosswalk LOS | C | | | | C | | | | C | | | | C | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 586 | | | | 586 | | | | 423 | | | | 556 | | |
| d_b, Bicycle Delay [s] | 33.73 | | | | 33.73 | | | | 41.96 | | | | 35.16 | | |
| l_b,int, Bicycle LOS Score for Intersection | 2.395 | | | | 2.205 | | | | 2.081 | | | | 2.326 | | |
| Bicycle LOS | B | | | | B | | | | B | | | | B | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 7: Iron Pt/ W Kaiser access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 21.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.164 |

Intersection Setup

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|------------------------------|-----------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | W Kaiser Access | | Iron Pt | | Iron Pt | |
|---|-----------------|--------|---------|--------|---------|--------|
| Base Volume Input [veh/h] | 0 | 38 | 1556 | 84 | 0 | 1605 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 17 | 24 | 0 | 20 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 38 | 1573 | 108 | 0 | 1625 |
| Peak Hour Factor | 1.0000 | 0.9100 | 0.9100 | 0.9100 | 1.0000 | 0.9100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 10 | 432 | 30 | 0 | 446 |
| Total Analysis Volume [veh/h] | 0 | 42 | 1729 | 119 | 0 | 1786 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.16 | 0.02 | 0.00 | 0.00 | 0.02 |
| d_M, Delay for Movement [s/veh] | 0.00 | 21.74 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | C | A | A | | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 14.36 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 21.74 | | 0.00 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.25 | | | | | |
| Intersection LOS | C | | | | | |

**Intersection Level Of Service Report
Intersection 8: Iron Pt/Rowberry**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 34.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.812 |

Intersection Setup

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T | | | | T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 220. | 100. | 100. | 100. | 30.0 | 100. | 100. | 100. | 100. | 325. | 100. | 100. | 100. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100. | 0.00 | 0.00 | 0.00 | 250. |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | No | | | | Yes | | | |

Volumes

| Name | Rowberry | | | | Rowberry | | | | Iron Pt | | | | Iron Pt | | | |
|--|----------|------|------|------|----------|------|------|------|---------|------|------|------|---------|------|------|------|
| Base Volume Input [veh/h] | 0 | 645 | 10 | 769 | 0 | 13 | 0 | 44 | 22 | 74 | 907 | 591 | 1 | 917 | 894 | 11 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 6 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 517 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 665 | 10 | 255 | 0 | 13 | 0 | 15 | 22 | 74 | 924 | 561 | 1 | 923 | 894 | 11 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.93 | 0.95 | 0.95 | 0.95 | 0.95 | 0.93 | 0.95 | 0.93 | 0.95 | 0.95 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 179 | 3 | 69 | 0 | 3 | 0 | 4 | 6 | 19 | 243 | 151 | 0 | 248 | 235 | 3 |
| Total Analysis Volume [veh/h] | 0 | 715 | 11 | 274 | 0 | 14 | 0 | 16 | 23 | 78 | 973 | 603 | 1 | 992 | 941 | 12 |
| 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Unsi | Per | Per | Per | Per | Per | Prot | Per | Unsi | Per | Prot | Per | Per |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 40 | 40 | 0 | 0 | 40 | 40 | 0 |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 0 | 45 | 45 | 0 | 0 | 45 | 45 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 | 0.0 | 1.0 | 4.5 | 0.0 |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.30 | 4.50 | 5.30 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.30 | 2.50 | 3.30 | 3.30 |
| g_i, Effective Green Time [s] | 24 | 24 | 3 | 3 | 8 | 28 | 33 | 53 | 53 |
| g / C, Green / Cycle | 0.23 | 0.23 | 0.03 | 0.03 | 0.07 | 0.26 | 0.31 | 0.50 | 0.50 |
| (v / s)_i Volume / Saturation Flow Rate | 0.20 | 0.20 | 0.01 | 0.01 | 0.06 | 0.19 | 0.29 | 0.18 | 0.01 |
| s, saturation flow rate [veh/h] | 1781 | 1784 | 1795 | 1589 | 1795 | 5135 | 3459 | 5135 | 1602 |
| c, Capacity [veh/h] | 405 | 405 | 50 | 44 | 128 | 1353 | 1058 | 2560 | 799 |
| d1, Uniform Delay [s] | 40.16 | 40.16 | 51.03 | 51.15 | 48.96 | 35.83 | 36.18 | 16.49 | 13.57 |
| k, delay calibration | 0.05 | 0.05 | 0.04 | 0.04 | 0.04 | 0.19 | 0.04 | 0.19 | 0.19 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 3.74 | 3.71 | 1.14 | 1.87 | 4.10 | 1.25 | 1.93 | 0.15 | 0.01 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 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 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|-------|-------|--------|--------|-------|-------|-------|
| X, volume / capacity | 0.90 | 0.90 | 0.28 | 0.36 | 0.79 | 0.72 | 0.94 | 0.37 | 0.02 |
| d, Delay for Lane Group [s/veh] | 43.90 | 43.87 | 52.17 | 53.01 | 53.07 | 37.08 | 38.11 | 16.64 | 13.58 |
| Lane Group LOS | D | D | D | D | D | D | D | B | B |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 9.57 | 9.57 | 0.38 | 0.44 | 2.79 | 7.75 | 12.63 | 4.65 | 0.15 |
| 50th-Percentile Queue Length [ft/ln] | 239.15 | 239.32 | 9.56 | 11.07 | 69.74 | 193.87 | 315.8 | 116.2 | 3.70 |
| 95th-Percentile Queue Length [veh/ln] | 14.64 | 14.65 | 0.69 | 0.80 | 5.02 | 12.32 | 18.46 | 8.19 | 0.27 |
| 95th-Percentile Queue Length [ft/ln] | 365.95 | 366.17 | 17.21 | 19.93 | 125.54 | 308.05 | 461.6 | 204.6 | 6.66 |

Movement, Approach, & Intersection Results

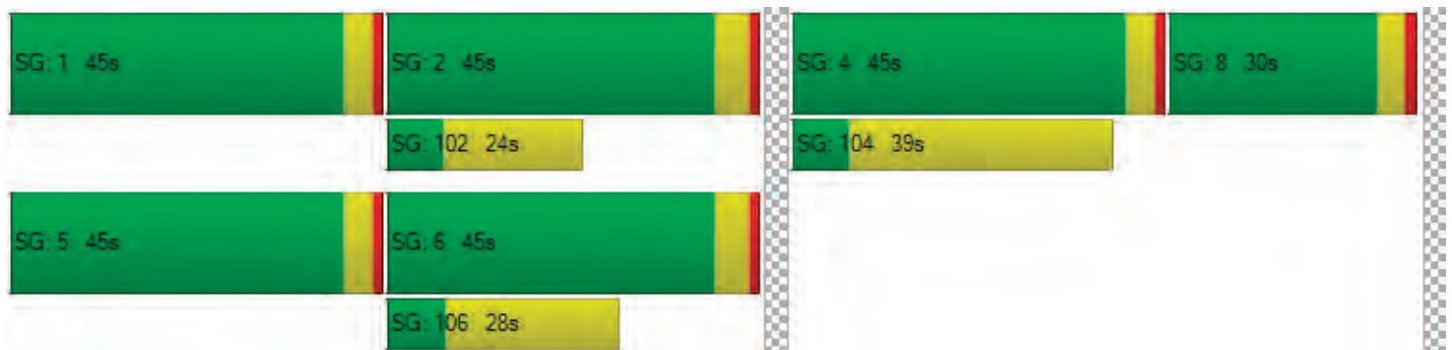
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 43.9 | 43.8 | 43.8 | 0.00 | 52.1 | 52.1 | 53.0 | 53.0 | 53.0 | 53.0 | 37.0 | 0.00 | 38.1 | 38.1 | 16.6 | 13.5 |
| Movement LOS | D | D | D | | D | D | D | D | D | D | D | | D | D | B | B |
| d_A, Approach Delay [s/veh] | 43.89 | | | | 52.62 | | | | 38.58 | | | | 27.58 | | | |
| Approach LOS | D | | | | D | | | | D | | | | C | | | |
| d_I, Intersection Delay [s/veh] | 34.04 | | | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | | | |
| Intersection V/C | 0.812 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | | | | |
|--|-------|--|--|--|-------|--|--|--|-------|--|--|--|-------|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | | 11.0 | | | | 0.0 | | | | 11.0 | | |
| 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] | 43.03 | | | | 43.03 | | | | 0.00 | | | | 43.03 | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.643 | | | | 2.042 | | | | 0.000 | | | | 3.261 | | |
| Crosswalk LOS | B | | | | B | | | | F | | | | C | | |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | | | | 2000 | | | | 2000 | | | | 2000 | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 758 | | | | 477 | | | | 743 | | | | 743 | | |
| d_b, Bicycle Delay [s] | 20.63 | | | | 31.00 | | | | 21.13 | | | | 21.13 | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.578 | | | | 1.634 | | | | 2.107 | | | | 2.629 | | |
| Bicycle LOS | A | | | | A | | | | B | | | | B | | |

Sequence

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



**Intersection Level Of Service Report
Intersection 9: Iron Pt/Safe Credit Union access**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 30.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.059 |

Intersection Setup

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|------------------------------|--------------------------|--------|-----------|--------|-----------|--------|--------|
| Approach | Northbound | | Eastbound | | Westbound | | |
| Lane Configuration | | | | | | | |
| Turning Movement | Left | Right | Thru | Right | U-turn | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 90.00 | 120.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 100.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | | |
| Crosswalk | Yes | | No | | No | | |

Volumes

| Name | Folsom Corp Cnter Access | | Iron Pt | | Iron Pt | | |
|---|--------------------------|--------|---------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 26 | 1731 | 0 | 10 | 6 | 1823 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 3 | 3 | 17 | 0 | 3 | 6 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 29 | 1734 | 17 | 10 | 9 | 1829 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 8 | 456 | 4 | 3 | 2 | 481 |
| Total Analysis Volume [veh/h] | 0 | 31 | 1825 | 18 | 11 | 9 | 1925 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | |
|---------------------------------------|-------|-------|------|------|-------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.13 | 0.02 | 0.00 | 0.04 | 0.06 | 0.02 |
| d_M, Delay for Movement [s/veh] | 0.00 | 22.32 | 0.00 | 0.00 | 21.39 | 30.82 | 0.00 |
| Movement LOS | | C | A | A | C | D | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.44 | 0.00 | 0.00 | 0.34 | 0.34 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 11.01 | 0.00 | 0.00 | 8.47 | 8.47 | 0.00 |
| d_A, Approach Delay [s/veh] | 22.32 | | 0.00 | | 0.26 | | |
| Approach LOS | C | | A | | A | | |
| d_I, Intersection Delay [s/veh] | 0.32 | | | | | | |
| Intersection LOS | D | | | | | | |

**Intersection Level Of Service Report
Intersection 10: Iron Pt/Broadstone**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 24.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.597 |

Intersection Setup

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|------------------------------|------------|------|------|------|------------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| Lane Configuration | T T T T | | | | T T T T | | | | T T T T | | | | T T T T | | | |
| Turning Movement | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100. | 100. | 100. | 100. | 270. | 100. | 100. | 200. | 230. | 100. | 100. | 270. | 240. | 100. | 100. | 200. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 240. | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | | 30.00 | | | | 30.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Curb Present | No | | | | No | | | | No | | | | No | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | | Yes | | | |

Volumes

| Name | Broastone | | | | Broastone | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|------|------|------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 88 | 54 | 0 | 1 | 87 | 38 | 102 | 27 | 881 | 800 | 59 | 12 | 4 | 621 | 35 |
| Base Volume Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 4 | 0 | 0 | 0 | 6 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 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 | 102 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 35 |
| Total Hourly Volume [veh/h] | 0 | 88 | 54 | 0 | 1 | 87 | 38 | 0 | 27 | 883 | 804 | 48 | 12 | 4 | 627 | 0 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.91 | 0.94 | 0.91 | 0.94 | 0.94 | 0.94 | 0.94 | 0.91 | 0.94 | 0.91 | 0.91 | 0.91 | 0.91 |
| Other Adjustment Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 0 | 23 | 14 | 0 | 0 | 24 | 10 | 0 | 7 | 235 | 221 | 13 | 3 | 1 | 172 | 0 |
| Total Analysis Volume [veh/h] | 0 | 94 | 57 | 0 | 1 | 96 | 40 | 0 | 29 | 939 | 884 | 51 | 13 | 4 | 689 | 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 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 165 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Per | Per | Per | Per | Per | Per | Per | Per | Unsi | Per | Prot | Per | Per | Per | Prot | Per | Unsi |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 6 | 0 | |
| Auxiliary Signal Groups | | | | | | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lea | - | - | - | Lea | - | - | |
| Minimum Green [s] | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 7 | 0 | |
| Maximum Green [s] | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 69 | 0 | 0 | 25 | 69 | 0 | |
| Amber [s] | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | 0.0 | 3.5 | 4.5 | 0.0 | |
| All red [s] | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | |
| Split [s] | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 75 | 0 | 0 | 30 | 75 | 0 | |
| Vehicle Extension [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | 0.0 | 2.0 | 5.4 | 0.0 | |
| Walk [s] | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | |
| Pedestrian Clearance [s] | 0 | 0 | 30 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 0 | |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Rest In Walk | | | No | | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | 0.0 | 2.5 | 3.5 | 0.0 | |
| Minimum Recall | | | No | | | | No | | | No | Yes | | | No | Yes | | |
| Maximum Recall | | | No | | | | No | | | No | No | | | No | No | | |
| Pedestrian Recall | | | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector Length [ft] | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | R | L | C | L | C | R | L | C |
|---|-------|-------|------|-------|-------|-------|-------|------|-------|-------|
| C, Cycle Length [s] | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 5.50 | 5.50 | 4.50 | 5.50 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 3.50 | 3.50 | 2.50 | 3.50 |
| g_i, Effective Green Time [s] | 10 | 10 | 10 | 10 | 10 | 25 | 44 | 44 | 2 | 20 |
| g / C, Green / Cycle | 0.12 | 0.12 | 0.12 | 0.11 | 0.11 | 0.30 | 0.52 | 0.52 | 0.02 | 0.24 |
| (v / s)_i Volume / Saturation Flow Rate | 0.04 | 0.04 | 0.00 | 0.03 | 0.01 | 0.28 | 0.17 | 0.03 | 0.00 | 0.14 |
| s, saturation flow rate [veh/h] | 1795 | 1862 | 1589 | 3459 | 3589 | 3486 | 5094 | 1602 | 3459 | 5094 |
| c, Capacity [veh/h] | 209 | 216 | 185 | 397 | 412 | 1035 | 2659 | 836 | 69 | 1248 |
| d1, Uniform Delay [s] | 34.11 | 34.09 | 0.00 | 33.74 | 33.16 | 28.64 | 11.57 | 9.88 | 40.40 | 27.59 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.28 | 0.28 | 0.04 | 0.28 |
| 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] | 0.39 | 0.36 | 0.00 | 0.12 | 0.04 | 1.88 | 0.19 | 0.08 | 0.68 | 1.00 |
| 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 | 0.36 | 0.35 | 0.00 | 0.24 | 0.10 | 0.93 | 0.33 | 0.06 | 0.25 | 0.55 |
| d, Delay for Lane Group [s/veh] | 34.50 | 34.45 | 0.00 | 33.86 | 33.20 | 30.52 | 11.76 | 9.96 | 41.08 | 28.59 |
| Lane Group LOS | C | C | A | C | C | C | B | A | D | C |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 1.40 | 1.42 | 0.00 | 0.89 | 0.36 | 9.28 | 2.98 | 0.45 | 0.18 | 4.01 |
| 50th-Percentile Queue Length [ft/ln] | 34.95 | 35.58 | 0.00 | 22.20 | 8.99 | 231.9 | 74.42 | 11.28 | 4.41 | 100.16 |
| 95th-Percentile Queue Length [veh/ln] | 2.52 | 2.56 | 0.00 | 1.60 | 0.65 | 14.27 | 5.36 | 0.81 | 0.32 | 7.21 |
| 95th-Percentile Queue Length [ft/ln] | 62.91 | 64.05 | 0.00 | 39.95 | 16.17 | 356.7 | 133.9 | 20.31 | 7.93 | 180.30 |

Movement, Approach, & Intersection Results

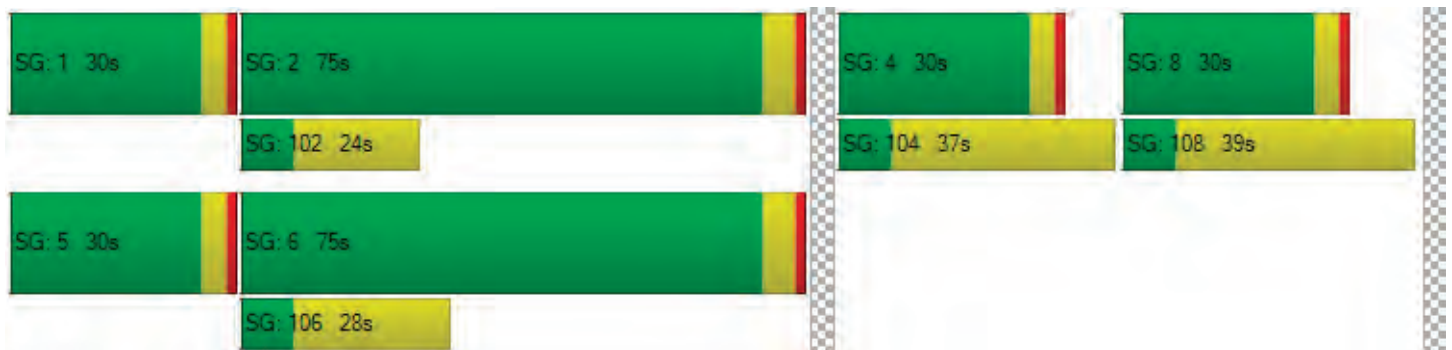
| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 34.5 | 34.4 | 34.4 | 0.00 | 33.8 | 33.8 | 33.2 | 0.00 | 30.5 | 30.5 | 11.7 | 9.96 | 41.0 | 41.0 | 28.5 | 0.00 |
| Movement LOS | C | C | C | A | C | C | C | | C | C | B | A | D | D | C | |
| d_A, Approach Delay [s/veh] | 34.48 | | | | 33.66 | | | | 21.26 | | | | 28.89 | | | |
| Approach LOS | C | | | | C | | | | C | | | | C | | | |
| d_I, Intersection Delay [s/veh] | 24.39 | | | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | | | |
| Intersection V/C | 0.597 | | | | | | | | | | | | | | | |

Other Modes

| | | | | | | | | |
|--|--|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s] | | 11.0 | | 11.0 | | 11.0 | | 11.0 |
| 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] | | 31.51 | | 31.51 | | 31.51 | | 31.51 |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.346 | | 2.859 | | 3.241 | | 3.028 |
| Crosswalk LOS | | B | | C | | C | | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | | 2000 | | 2000 | | 2000 | | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | | 610 | | 610 | | 1663 | | 1663 |
| d_b, Bicycle Delay [s] | | 20.18 | | 20.18 | | 1.18 | | 1.18 |
| I_b,int, Bicycle LOS Score for Intersection | | 1.654 | | 1.593 | | 2.096 | | 1.941 |
| Bicycle LOS | | A | | A | | B | | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 11: Iron Pt/E Bidwell**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 54.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.968 |

Intersection Setup

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | Iron Pt | | | | |
|------------------------------|------------|-------|-------|------------|------|------|------|-----------|------|------|-----------|------|------|------|------|
| Approach | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | |
| Lane Configuration | \| \| \| |  |  | \| \| \| \| |  |  |  | \| \| \| |  |  | \| \| \| \| |  |  |  |  |
| Turning Movement | Left | Thru | Right | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ | U-tu | Left | Thru | Righ |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| No. of Lanes in Entry Pocket | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 300.0 | 100.0 | 220.0 | 450. | 100. | 100. | 450. | 280. | 100. | 100. | 100. | 250. | 100. | 100. | 270. |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 220. | 0.00 | 0.00 | 0.00 | 260. | 0.00 | 0.00 | 0.00 | 100 |
| Speed [mph] | 30.00 | | | 30.00 | | | | 30.00 | | | 30.00 | | | | |
| Grade [%] | 0.00 | | | 0.00 | | | | 0.00 | | | 0.00 | | | | |
| Curb Present | No | | | No | | | | No | | | No | | | | |
| Crosswalk | No | | | Yes | | | | Yes | | | Yes | | | | |

Volumes

| Name | E Bidwell | | | E Bidwell | | | | Iron Pt | | | | Iron Pt | | | |
|--|-----------|-------|-------|-----------|------|------|------|---------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 461 | 1013 | 690 | 3 | 292 | 115 | 207 | 14 | 174 | 904 | 358 | 1 | 767 | 704 | 691 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 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 | 2 | 0 | 0 | 0 | 3 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 690 | 0 | 0 | 0 | 207 | 0 | 0 | 0 | 204 | 0 | 0 | 0 | 691 |
| Total Hourly Volume [veh/h] | 461 | 1013 | 0 | 3 | 292 | 115 | 0 | 14 | 174 | 906 | 154 | 1 | 767 | 707 | 0 |
| Peak Hour Factor | 0.980 | 0.970 | 0.970 | 0.97 | 0.97 | 0.97 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.97 | 0.97 | 0.98 | 0.97 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total 15-Minute Volume [veh/h] | 118 | 261 | 0 | 1 | 75 | 297 | 0 | 4 | 44 | 231 | 39 | 0 | 198 | 180 | 0 |
| Total Analysis Volume [veh/h] | 470 | 1044 | 0 | 3 | 301 | 119 | 0 | 14 | 178 | 924 | 157 | 1 | 791 | 721 | 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 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 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] | 150 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

Phasing & Timing

| Control Type | Protec | Permi | Unsig | Per | Prot | Per | Unsi | Per | Prot | Per | Ove | Per | Prot | Per | Unsi |
|------------------------------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| Signal Group | 5 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 3 | 8 | 5 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | 5,8 | | | | |
| Lead / Lag | Lead | - | - | - | Lea | - | - | - | Lea | - | - | - | Lea | - | - |
| Minimum Green [s] | 7 | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 7 | 7 | 7 | 0 | 7 | 7 | 0 |
| Maximum Green [s] | 18 | 43 | 0 | 0 | 20 | 45 | 0 | 0 | 24 | 35 | 18 | 0 | 30 | 44 | 0 |
| Amber [s] | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 0.0 | 0.0 | 3.5 | 4.3 | 3.5 | 0.0 | 3.5 | 4.3 | 0.0 |
| All red [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 23 | 49 | 0 | 0 | 25 | 51 | 0 | 0 | 31 | 41 | 23 | 0 | 35 | 45 | 0 |
| Vehicle Extension [s] | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Walk [s] | 0 | 30 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 29 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | No | | | | No | | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 0.0 | 0.0 | 2.5 | 3.3 | 2.5 | 0.0 | 2.5 | 3.3 | 0.0 |
| Minimum Recall | No | Yes | | | No | Yes | | | No | No | No | | No | No | |
| Maximum Recall | No | No | | | No | No | | | No | No | No | | No | No | |
| Pedestrian Recall | No | No | | | No | No | | | No | No | No | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 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] | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 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 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | L | C | L | C | L | C | R | L | C |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 136 | 136 | 136 | 136 | 136 | 136 | 136 | 136 | 136 |
| L, Total Lost Time per Cycle [s] | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 5.30 | 4.50 | 4.50 | 5.30 |
| I1_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 |
| I2, Clearance Lost Time [s] | 2.50 | 3.30 | 2.50 | 3.30 | 2.50 | 3.30 | 0.00 | 2.50 | 3.30 |
| g_i, Effective Green Time [s] | 18 | 38 | 14 | 34 | 10 | 35 | 58 | 30 | 55 |
| g / C, Green / Cycle | 0.13 | 0.28 | 0.10 | 0.25 | 0.07 | 0.26 | 0.43 | 0.22 | 0.41 |
| (v / s)_i Volume / Saturation Flow Rate | 0.14 | 0.20 | 0.09 | 0.23 | 0.06 | 0.26 | 0.10 | 0.23 | 0.14 |
| s, saturation flow rate [veh/h] | 3459 | 5135 | 3486 | 5135 | 3459 | 3560 | 1589 | 3486 | 5094 |
| c, Capacity [veh/h] | 456 | 1426 | 356 | 1272 | 245 | 914 | 680 | 767 | 2067 |
| d1, Uniform Delay [s] | 59.21 | 44.68 | 60.25 | 50.24 | 62.34 | 50.70 | 24.81 | 53.21 | 28.07 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.18 | 0.04 | 0.04 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 20.60 | 0.28 | 2.29 | 1.55 | 2.07 | 11.27 | 0.29 | 19.40 | 0.04 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 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 |

Lane Group Results

| | | | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|-------|-------|-------|--------|--------|
| X, volume / capacity | 1.03 | 0.73 | 0.85 | 0.94 | 0.78 | 1.01 | 0.23 | 1.03 | 0.35 |
| d, Delay for Lane Group [s/veh] | 79.81 | 44.95 | 62.54 | 51.79 | 64.42 | 61.97 | 25.10 | 72.61 | 28.10 |
| Lane Group LOS | F | D | E | D | E | F | C | F | C |
| Critical Lane Group | Yes | No | No | Yes | No | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 9.19 | 10.73 | 5.30 | 13.41 | 3.36 | 16.97 | 3.33 | 15.16 | 5.50 |
| 50th-Percentile Queue Length [ft/ln] | 229.71 | 268.20 | 132.44 | 335.27 | 83.90 | 424.1 | 83.24 | 379.10 | 137.39 |
| 95th-Percentile Queue Length [veh/ln] | 14.34 | 16.10 | 9.07 | 19.42 | 6.04 | 23.88 | 5.99 | 21.95 | 9.34 |
| 95th-Percentile Queue Length [ft/ln] | 358.62 | 402.49 | 226.81 | 485.42 | 151.0 | 596.9 | 149.8 | 548.72 | 233.50 |

Movement, Approach, & Intersection Results

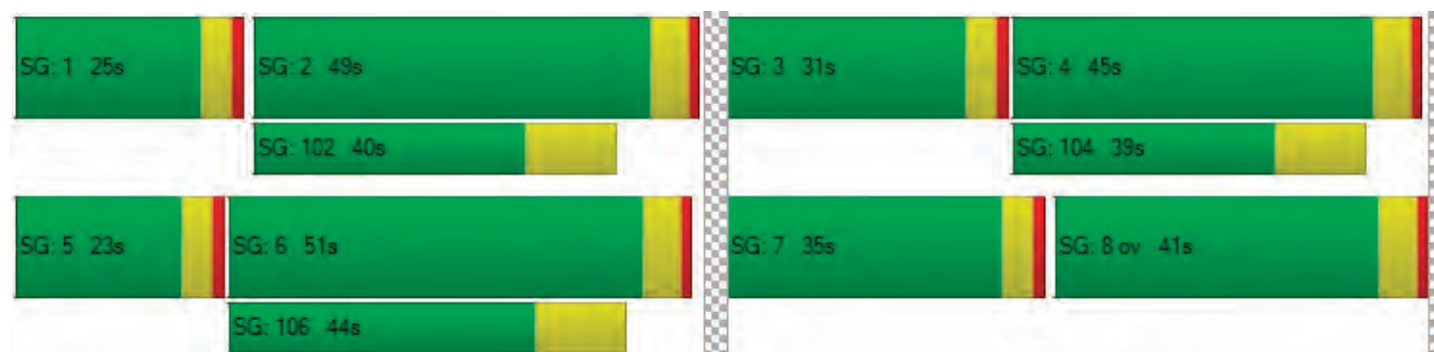
| | | | | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|------|-------|------|-------|------|------|------|------|------|------|------|------|
| d_M, Delay for Movement [s/veh] | 79.81 | 44.95 | 0.00 | 62.5 | 62.5 | 51.7 | 0.00 | 64.4 | 64.4 | 61.9 | 25.1 | 72.6 | 72.6 | 28.1 | 0.00 |
| Movement LOS | F | D | | E | E | D | | E | E | F | C | E | F | C | |
| d_A, Approach Delay [s/veh] | 55.78 | | 53.98 | | 57.80 | | 51.40 | | | | | | | | |
| Approach LOS | E | | D | | E | | D | | | | | | | | |
| d_I, Intersection Delay [s/veh] | 54.61 | | | | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | | | | |
| Intersection V/C | 0.968 | | | | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 33.0 | 38.0 | 34.0 |
| 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 | 39.17 | 35.47 | 38.42 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.236 | 3.429 | 3.237 |
| Crosswalk LOS | F | C | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 641 | 670 | 524 | 582 |
| d_b, Bicycle Delay [s] | 31.48 | 30.14 | 37.15 | 34.26 |
| I_b,int, Bicycle LOS Score for Intersection | 2.392 | 2.216 | 2.631 | 1.957 |
| Bicycle LOS | B | B | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 12: E Bidwell/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 21.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.787 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | \|\|\|⇐ |  | \|\|\| |  | ⇐\|\|\| |  |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 1 | 1 |
| Entry Pocket Length [ft] | 100.00 | 300.00 | 100.00 | 100.00 | 400.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | Yes | | Yes | |

Volumes

| Name | E Bidwell | | E Bidwell | | | |
|--|-----------|--------|-----------|--------|--------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 1372 | 441 | 0 | 1733 | 428 | 960 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1372 | 441 | 0 | 1733 | 428 | 960 |
| Peak Hour Factor | 0.9800 | 0.9800 | 1.0000 | 0.9800 | 0.9800 | 0.9800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 350 | 113 | 0 | 442 | 109 | 245 |
| Total Analysis Volume [veh/h] | 1400 | 450 | 0 | 1768 | 437 | 980 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 107 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 2 | 0 | 0 | 6 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 12 | 0 | 0 | 12 | 8 | 0 |
| Maximum Green [s] | 50 | 0 | 0 | 50 | 45 | 0 |
| Amber [s] | 4.8 | 0.0 | 0.0 | 4.8 | 4.1 | 0.0 |
| All red [s] | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 56 | 0 | 0 | 56 | 51 | 0 |
| Vehicle Extension [s] | 4.0 | 0.0 | 0.0 | 4.0 | 3.5 | 0.0 |
| Walk [s] | 7 | 0 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 19 | 0 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | | No | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.8 | 0.0 | 0.0 | 3.8 | 3.1 | 0.0 |
| Minimum Recall | No | | | No | No | |
| Maximum Recall | No | | | No | No | |
| Pedestrian Recall | No | | | Yes | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 20.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | R | C | L | R |
|---|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 97 | 97 | 97 | 97 | 97 | 97 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.80 | 5.80 | 5.80 | 5.10 | 5.10 |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| I2, Clearance Lost Time [s] | 3.80 | 3.80 | 3.80 | 3.80 | 3.10 | 3.10 |
| g_i, Effective Green Time [s] | 47 | 47 | 47 | 47 | 39 | 39 |
| g / C, Green / Cycle | 0.49 | 0.49 | 0.49 | 0.49 | 0.40 | 0.40 |
| (v / s)_i Volume / Saturation Flow Rate | 0.26 | 0.28 | 0.28 | 0.34 | 0.13 | 0.35 |
| s, saturation flow rate [veh/h] | 3589 | 1670 | 1602 | 5135 | 3486 | 2836 |
| c, Capacity [veh/h] | 1741 | 810 | 777 | 2491 | 1406 | 1143 |
| d1, Uniform Delay [s] | 17.48 | 17.95 | 17.98 | 19.73 | 19.86 | 26.54 |
| k, delay calibration | 0.15 | 0.16 | 0.16 | 0.15 | 0.13 | 0.13 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.37 | 0.95 | 1.02 | 0.54 | 0.15 | 2.37 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|
| X, volume / capacity | 0.54 | 0.58 | 0.58 | 0.71 | 0.31 | 0.86 |
| d, Delay for Lane Group [s/veh] | 17.85 | 18.90 | 19.00 | 20.27 | 20.01 | 28.92 |
| Lane Group LOS | B | B | B | C | C | C |
| Critical Lane Group | No | No | No | Yes | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 7.06 | 7.37 | 7.14 | 10.06 | 3.35 | 10.32 |
| 50th-Percentile Queue Length [ft/ln] | 176.48 | 184.31 | 178.38 | 251.48 | 83.66 | 257.95 |
| 95th-Percentile Queue Length [veh/ln] | 11.42 | 11.83 | 11.52 | 15.26 | 6.02 | 15.59 |
| 95th-Percentile Queue Length [ft/ln] | 285.42 | 295.64 | 287.90 | 381.51 | 150.58 | 389.65 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 17.97 | 19.00 | 0.00 | 20.27 | 20.01 | 28.92 |
| Movement LOS | B | B | | C | C | C |
| d_A, Approach Delay [s/veh] | 18.39 | | 20.27 | | 26.17 | |
| Approach LOS | B | | C | | C | |
| d_I, Intersection Delay [s/veh] | 21.24 | | | | | |
| Intersection LOS | C | | | | | |
| Intersection V/C | 0.787 | | | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 11.0 | 11.0 |
| M_corner, Corner Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 38.35 | 38.35 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.130 | 2.760 |
| Crosswalk LOS | F | C | C |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1030 | 1030 | 942 |
| d_b, Bicycle Delay [s] | 11.46 | 11.46 | 13.64 |
| I_b,int, Bicycle LOS Score for Intersection | 2.577 | 2.532 | 1.560 |
| Bicycle LOS | B | B | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 13: E Bidwell/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 11.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.806 |

Intersection Setup

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|------------------------------|------------|--------|------------|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | \|\|\| |  | \|\|\|T | | TTT | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 400.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | E Bidwell | | E Bidwell | | EB 50 off | |
|--|-----------|--------|-----------|--------|-----------|--------|
| | | | | | | |
| Base Volume Input [veh/h] | 0 | 1130 | 1283 | 878 | 683 | 382 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1130 | 1283 | 878 | 683 | 382 |
| Peak Hour Factor | 1.0000 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 297 | 338 | 231 | 180 | 101 |
| Total Analysis Volume [veh/h] | 0 | 1189 | 1351 | 924 | 719 | 402 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 112 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|------------------------------|------------|------------|------------|------------|------------|------------|
| Signal Group | 0 | 2 | 6 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | Lead | - |
| Minimum Green [s] | 0 | 8 | 6 | 0 | 8 | 0 |
| Maximum Green [s] | 0 | 50 | 50 | 0 | 50 | 0 |
| Amber [s] | 0.0 | 4.8 | 4.1 | 0.0 | 4.8 | 0.0 |
| All red [s] | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 56 | 56 | 0 | 56 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 19 | 0 | 0 | 23 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | No | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.8 | 3.1 | 0.0 | 3.8 | 0.0 |
| Minimum Recall | | No | No | | No | |
| Maximum Recall | | No | No | | No | |
| Pedestrian Recall | | No | No | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

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

Lane Group Calculations

| Lane Group | C | C | C | R | L | R |
|---|------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 48 | 48 | 48 | 48 | 48 | 48 |
| L, Total Lost Time per Cycle [s] | 5.80 | 5.10 | 5.10 | 5.10 | 5.80 | 5.80 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.80 | 3.10 | 3.10 | 3.10 | 3.80 | 3.80 |
| g_i, Effective Green Time [s] | 21 | 22 | 22 | 22 | 15 | 15 |
| g / C, Green / Cycle | 0.44 | 0.45 | 0.45 | 0.45 | 0.32 | 0.32 |
| (v / s)_i Volume / Saturation Flow Rate | 0.23 | 0.32 | 0.35 | 0.35 | 0.21 | 0.25 |
| s, saturation flow rate [veh/h] | 5135 | 3589 | 1602 | 1602 | 3486 | 1602 |
| c, Capacity [veh/h] | 2262 | 1633 | 729 | 729 | 1115 | 512 |
| d1, Uniform Delay [s] | 9.86 | 10.52 | 11.14 | 11.14 | 14.11 | 14.95 |
| k, delay calibration | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.07 | 0.20 | 0.70 | 0.70 | 0.23 | 1.02 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|
| X, volume / capacity | 0.53 | 0.70 | 0.78 | 0.78 | 0.64 | 0.78 |
| d, Delay for Lane Group [s/veh] | 9.93 | 10.73 | 11.84 | 11.84 | 14.34 | 15.97 |
| Lane Group LOS | A | B | B | B | B | B |
| Critical Lane Group | No | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 2.40 | 3.73 | 4.04 | 4.04 | 2.86 | 3.49 |
| 50th-Percentile Queue Length [ft/ln] | 59.91 | 93.23 | 101.04 | 101.04 | 71.52 | 87.28 |
| 95th-Percentile Queue Length [veh/ln] | 4.31 | 6.71 | 7.27 | 7.27 | 5.15 | 6.28 |
| 95th-Percentile Queue Length [ft/ln] | 107.84 | 167.81 | 181.87 | 181.87 | 128.74 | 157.11 |

Movement, Approach, & Intersection Results

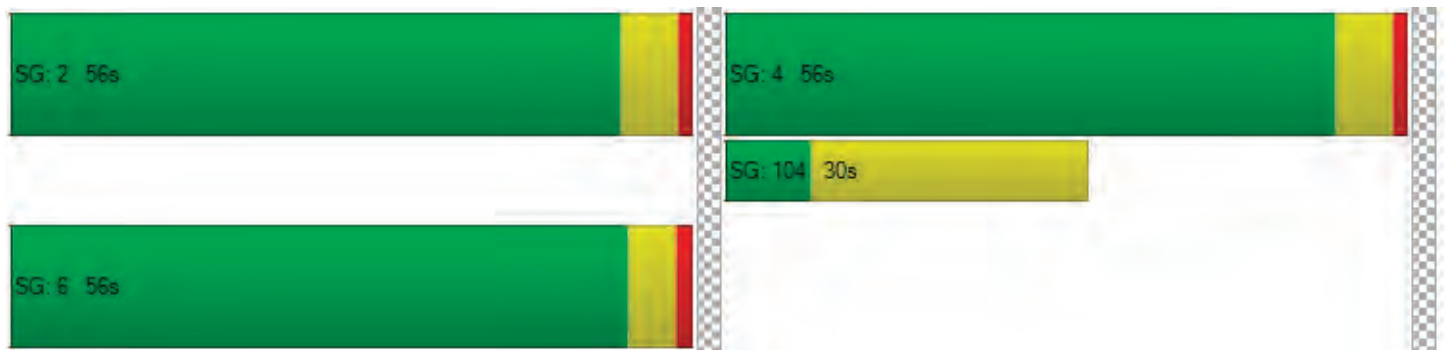
| | | | | | | |
|---------------------------------|------|------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 9.93 | 10.73 | 11.84 | 14.34 | 15.97 |
| Movement LOS | | A | B | B | B | B |
| d_A, Approach Delay [s/veh] | 9.93 | | 11.28 | | 14.92 | |
| Approach LOS | A | | B | | B | |
| d_I, Intersection Delay [s/veh] | | | 11.82 | | | |
| Intersection LOS | | | B | | | |
| Intersection V/C | | | 0.806 | | | |

Other Modes

| | | | |
|--|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 14.37 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 2.895 | 0.000 | 0.000 |
| Crosswalk LOS | C | F | F |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 2081 | 2110 | 2081 |
| d_b, Bicycle Delay [s] | 0.04 | 0.07 | 0.04 |
| I_b,int, Bicycle LOS Score for Intersection | 2.214 | 2.811 | 1.560 |
| Bicycle LOS | B | C | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 14: Lot 6 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.0
 Level Of Service: A
 Volume to Capacity (v/c): 0.014

Intersection Setup

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| | 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 Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Sa Cr | | | | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 12 | 3 | 3 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 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 | 3 | 0 | 13 | 6 | 0 | 0 | 0 | 0 | 20 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 0 | 12 | 3 | 0 | 13 | 6 | 12 | 12 | 3 | 3 | 20 |
| Peak Hour Factor | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 | 1.000 | 0.920 | 0.920 | 0.920 | 0.920 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 3 | 0 | 3 | 1 | 0 | 3 | 2 | 3 | 3 | 1 | 1 | 5 |
| Total Analysis Volume [veh/h] | 13 | 0 | 13 | 3 | 0 | 13 | 6 | 13 | 13 | 3 | 3 | 20 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 8.99 | 9.46 | 8.50 | 8.95 | 9.40 | 8.43 | 7.27 | 0.00 | 0.00 | 7.27 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.08 | 0.08 | 0.08 | 0.05 | 0.05 | 0.05 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |
| 95th-Percentile Queue Length [ft/ln] | 2.03 | 2.03 | 2.03 | 1.17 | 1.17 | 1.17 | 0.28 | 0.28 | 0.28 | 0.14 | 0.14 | 0.14 |
| d_A, Approach Delay [s/veh] | 8.75 | | | 8.53 | | | 1.36 | | | 0.84 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.29 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Lot 1 access**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.031

Intersection Setup

| Name | | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|------------------------------|------------|-------|-------|-----------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | | | | W Kaiser Access | | | Fo Co | | | Fo Co | | |
|---|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 74 | 0 | 10 | 1 | 32 | 0 | 0 | 7 | 51 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 25 | 0 | 24 | 0 | 0 | 0 | 0 | 16 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 25 | 74 | 24 | 10 | 1 | 32 | 0 | 16 | 7 | 51 |
| Peak Hour Factor | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 1.000 | 0.920 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 6 | 20 | 6 | 3 | 0 | 9 | 0 | 4 | 2 | 14 |
| Total Analysis Volume [veh/h] | 0 | 0 | 25 | 80 | 24 | 11 | 1 | 35 | 0 | 16 | 8 | 55 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

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

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|------|------|------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.10 | 0.03 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.49 | 9.88 | 8.55 | 10.02 | 10.32 | 9.16 | 7.34 | 0.00 | 0.00 | 7.31 | 0.00 | 0.00 |
| Movement LOS | A | A | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.07 | 0.07 | 0.07 | 0.48 | 0.48 | 0.48 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.03 |
| 95th-Percentile Queue Length [ft/ln] | 1.85 | 1.85 | 1.85 | 11.92 | 11.92 | 11.92 | 0.05 | 0.05 | 0.05 | 0.77 | 0.77 | 0.77 |
| d_A, Approach Delay [s/veh] | 8.55 | | | 10.00 | | | 0.20 | | | 1.48 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.84 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 16: Oak Ave Pkwy/WB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 23.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.084 |

Intersection Setup

| Name | Oak Ave Pkwy | | | | | | WB 50 on | | | WB 50 Off | | |
|------------------------------|--------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|r |  |  | \|\|r | | | | | | r\|l\|l | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 100.0 | 400.0 | 100.0 | 400.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | | | | No | | |
| Crosswalk | No | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | | | | WB 50 on | | | WB 50 Off | | |
|--|--------------|-------|-------|-------|-------|-------|----------|-------|-------|-----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 1839 | 310 | 0 | 1291 | 1136 | 0 | 0 | 0 | 397 | 0 | 223 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 14 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1853 | 310 | 0 | 1291 | 1144 | 0 | 0 | 0 | 397 | 0 | 230 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 1.000 | 1.000 | 1.000 | 0.920 | 1.000 | 0.920 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 504 | 84 | 0 | 351 | 311 | 0 | 0 | 0 | 108 | 0 | 63 |
| Total Analysis Volume [veh/h] | 0 | 2014 | 337 | 0 | 1403 | 1243 | 0 | 0 | 0 | 432 | 0 | 250 |
| Presence of On-Street Parking | No | | No | No | | No | | | | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Unsig | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | | | No | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | | | | No | | |
| Maximum Recall | | No | | | No | | | | | No | | |
| Pedestrian Recall | | No | | | No | | | | | No | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 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 | C | C | R | | L | R |
|---|------|------|-------|--|-------|-------|
| C, Cycle Length [s] | 71 | 71 | 71 | | 71 | 71 |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | | 4.50 | 4.50 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | | 2.50 | 2.50 |
| g_i, Effective Green Time [s] | 50 | 50 | 50 | | 12 | 12 |
| g / C, Green / Cycle | 0.71 | 0.71 | 0.71 | | 0.17 | 0.17 |
| (v / s)_i Volume / Saturation Flow Rate | 0.56 | 0.39 | 0.78 | | 0.12 | 0.09 |
| s, saturation flow rate [veh/h] | 3589 | 3589 | 1602 | | 3486 | 2836 |
| c, Capacity [veh/h] | 2537 | 2537 | 1132 | | 579 | 471 |
| d1, Uniform Delay [s] | 6.93 | 4.99 | 10.37 | | 28.08 | 26.98 |
| k, delay calibration | 0.04 | 0.04 | 0.50 | | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.22 | 0.07 | 57.56 | | 0.73 | 0.35 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |

Lane Group Results

| | | | | | | |
|---------------------------------------|--------|--------|---------|--|--------|-------|
| X, volume / capacity | 0.79 | 0.55 | 1.10 | | 0.75 | 0.53 |
| d, Delay for Lane Group [s/veh] | 7.15 | 5.06 | 67.93 | | 28.81 | 27.33 |
| Lane Group LOS | A | A | F | | C | C |
| Critical Lane Group | No | No | Yes | | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 6.63 | 3.31 | 29.14 | | 3.39 | 1.87 |
| 50th-Percentile Queue Length [ft/ln] | 165.79 | 82.87 | 728.50 | | 84.71 | 46.85 |
| 95th-Percentile Queue Length [veh/ln] | 10.85 | 5.97 | 41.11 | | 6.10 | 3.37 |
| 95th-Percentile Queue Length [ft/ln] | 271.37 | 149.16 | 1027.70 | | 152.47 | 84.33 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|------|-------|------|------|-------|------|------|-------|-------|------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 7.15 | 0.00 | 0.00 | 5.06 | 67.93 | 0.00 | 0.00 | 0.00 | 28.81 | 0.00 | 27.33 |
| Movement LOS | | A | | | A | F | | | | C | | C |
| d_A, Approach Delay [s/veh] | 7.15 | | 34.60 | | | 0.00 | | | 28.27 | | | |
| Approach LOS | A | | C | | | A | | | C | | | |
| d_I, Intersection Delay [s/veh] | 23.44 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 1.084 | | | | | | | | | | | |

Other Modes

| | | | | |
|--|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 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] | 0.00 | 26.91 | 26.91 | 26.91 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 3.247 | 2.625 | 2.422 |
| Crosswalk LOS | F | C | B | B |
| s_b, Saturation Flow Rate of the bicycle lane [bicycles/h] | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1429 | 1429 | 0 | 1429 |
| d_b, Bicycle Delay [s] | 2.88 | 2.88 | 35.33 | 2.88 |
| I_b,int, Bicycle LOS Score for Intersection | 3.221 | 3.743 | 4.132 | 1.560 |
| Bicycle LOS | C | D | D | A |

Sequence

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



**Intersection Level Of Service Report
Intersection 17: Oak Ave Pkwy/EB 50**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 20.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.943 |

Intersection Setup

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|------------------------------|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|-----------|-------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | \|\|\| |  |  | \|\|\| |  |  | \|\|\| |  |  |  |  |  |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 300.0 | 100.0 | 100.0 | 300.0 | 400.0 | 100.0 | 400.0 | 100.0 | 100.0 | 100.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | | | |
| Crosswalk | Yes | | | No | | | Yes | | | Yes | | |

Volumes

| Name | Oak Ave Pkwy | | | Oak Ave Pkwy | | | EB 50 off | | | EB 50 On | | |
|--|--------------|-------|-------|--------------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | | | | | | | | | | | |
| Base Volume Input [veh/h] | 0 | 920 | 487 | 0 | 1068 | 620 | 1229 | 0 | 354 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles Percentage [%] | 2.00 | 5.00 | 5.00 | 2.00 | 5.00 | 1.00 | 1.00 | 2.00 | 5.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 5 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 920 | 492 | 0 | 1068 | 620 | 1243 | 0 | 354 | 0 | 0 | 0 |
| Peak Hour Factor | 1.000 | 0.920 | 0.920 | 1.000 | 0.920 | 0.920 | 0.920 | 1.000 | 0.920 | 1.000 | 1.000 | 1.000 |
| Other Adjustment Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Total 15-Minute Volume [veh/h] | 0 | 250 | 134 | 0 | 290 | 168 | 338 | 0 | 96 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 1000 | 535 | 0 | 1161 | 674 | 1351 | 0 | 385 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | | | |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing major street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 110 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 12.00 |

Phasing & Timing

| Control Type | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi | Permi |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Maximum Green [s] | 0 | 50 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Split [s] | 0 | 55 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | No | | | | | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Minimum Recall | | No | | | No | | No | | | | | |
| Maximum Recall | | No | | | No | | No | | | | | |
| Pedestrian Recall | | No | | | No | | No | | | | | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | C | R | C | R | L | R | |
| C, Cycle Length [s] | 84 | 84 | 84 | 84 | 84 | 84 | |
| L, Total Lost Time per Cycle [s] | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | 4.50 | |
| I1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| I2, Clearance Lost Time [s] | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 | |
| g_i, Effective Green Time [s] | 39 | 39 | 39 | 39 | 36 | 36 | |
| g / C, Green / Cycle | 0.46 | 0.46 | 0.46 | 0.46 | 0.43 | 0.43 | |
| (v / s)_i Volume / Saturation Flow Rate | 0.29 | 0.34 | 0.33 | 0.42 | 0.39 | 0.14 | |
| s, saturation flow rate [veh/h] | 3475 | 1551 | 3475 | 1602 | 3486 | 2746 | |
| c, Capacity [veh/h] | 1603 | 716 | 1603 | 739 | 1505 | 1185 | |
| d1, Uniform Delay [s] | 17.16 | 18.66 | 18.36 | 21.10 | 22.21 | 15.82 | |
| k, delay calibration | 0.04 | 0.09 | 0.04 | 0.20 | 0.04 | 0.04 | |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| d2, Incremental Delay [s] | 0.15 | 1.32 | 0.24 | 8.36 | 0.83 | 0.06 | |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |

Lane Group Results

| | | | | | | | |
|---------------------------------------|--------|--------|--------|--------|--------|--------|--|
| X, volume / capacity | 0.62 | 0.75 | 0.72 | 0.91 | 0.90 | 0.32 | |
| d, Delay for Lane Group [s/veh] | 17.31 | 19.97 | 18.59 | 29.45 | 23.04 | 15.88 | |
| Lane Group LOS | B | B | B | C | C | B | |
| Critical Lane Group | No | No | No | Yes | Yes | No | |
| 50th-Percentile Queue Length [veh/ln] | 6.84 | 8.18 | 8.51 | 13.00 | 11.63 | 2.34 | |
| 50th-Percentile Queue Length [ft/ln] | 171.06 | 204.56 | 212.70 | 325.00 | 290.83 | 58.41 | |
| 95th-Percentile Queue Length [veh/ln] | 11.13 | 12.87 | 13.29 | 18.91 | 17.23 | 4.21 | |
| 95th-Percentile Queue Length [ft/ln] | 278.30 | 321.84 | 332.29 | 472.82 | 430.67 | 105.13 | |

Movement, Approach, & Intersection Results

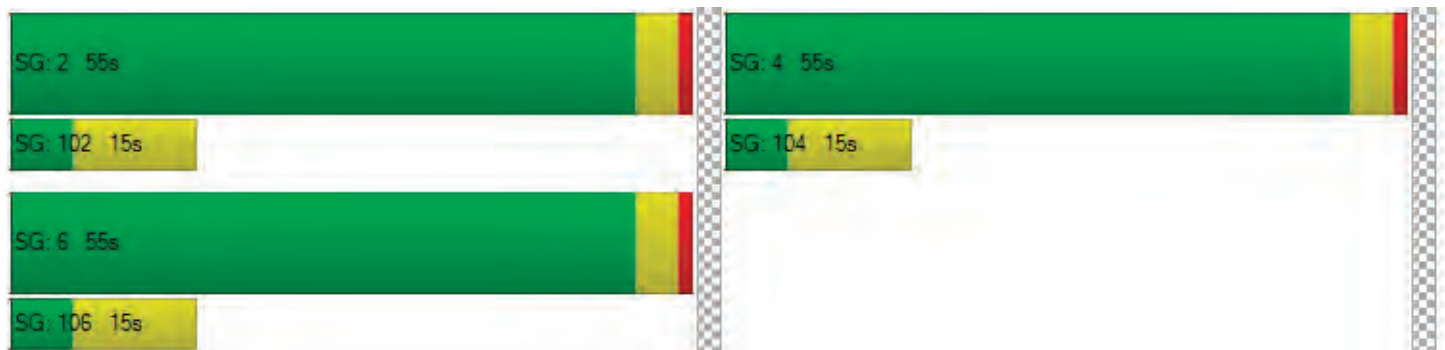
| | | | | | | | | | | | | |
|---------------------------------|------|-------|-------|------|-------|-------|-------|-------|-------|------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00 | 17.31 | 19.97 | 0.00 | 18.59 | 29.45 | 23.04 | 0.00 | 15.88 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | B | B | | B | C | C | | B | | | |
| d_A, Approach Delay [s/veh] | | 18.24 | | | 22.58 | | | 21.45 | | | 0.00 | |
| Approach LOS | | B | | | C | | | C | | | A | |
| d_I, Intersection Delay [s/veh] | | 20.89 | | | | | | | | | | |
| Intersection LOS | | C | | | | | | | | | | |
| Intersection V/C | | 0.943 | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | |
|--|--|-------|--|--|-------|--|--|-------|--|--|-------|--|
| g_Walk,mi, Effective Walk Time [s] | | 9.0 | | | 0.0 | | | 9.0 | | | 9.0 | |
| M_corner, Corner Circulation Area [ft²/ped] | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| M_CW, Crosswalk Circulation Area [ft²/ped] | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| d_p, Pedestrian Delay [s] | | 33.53 | | | 0.00 | | | 33.53 | | | 33.53 | |
| I_p,int, Pedestrian LOS Score for Intersection | | 2.899 | | | 0.000 | | | 2.768 | | | 1.943 | |
| Crosswalk LOS | | C | | | F | | | C | | | 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] | | 1201 | | | 1201 | | | 1201 | | | 0 | |
| d_b, Bicycle Delay [s] | | 6.71 | | | 6.71 | | | 6.71 | | | 42.05 | |
| I_b,int, Bicycle LOS Score for Intersection | | 2.826 | | | 3.073 | | | 1.560 | | | 4.132 | |
| Bicycle LOS | | C | | | C | | | A | | | D | |

Sequence

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



Signal Warrants Report For Intersection 7: Iron Pt/ W Kaiser access

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 | 1625 | 1681 | 38 |
| 2 | 1576 | 1631 | 37 |
| 3 | 1544 | 1597 | 36 |
| 4 | 1446 | 1496 | 34 |
| 5 | 1284 | 1328 | 30 |
| 6 | 1268 | 1311 | 30 |
| 7 | 1251 | 1294 | 29 |
| 8 | 1138 | 1177 | 27 |
| 9 | 1121 | 1160 | 26 |
| 10 | 1105 | 1143 | 26 |
| 11 | 959 | 992 | 22 |
| 12 | 894 | 925 | 21 |
| 13 | 878 | 908 | 21 |
| 14 | 650 | 672 | 15 |
| 15 | 650 | 672 | 15 |
| 16 | 455 | 471 | 11 |
| 17 | 260 | 269 | 6 |
| 18 | 260 | 269 | 6 |
| 19 | 146 | 151 | 3 |
| 20 | 81 | 84 | 2 |
| 21 | 49 | 50 | 1 |
| 22 | 16 | 17 | 0 |
| 23 | 16 | 17 | 0 |
| 24 | 16 | 17 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 4 | 3306 | 1 | 38 | No | No | No | No | No | No | No | No | No | No |
| 2 | 4 | 3207 | 1 | 37 | No | No | No | No | No | No | No | No | No | No |
| 3 | 4 | 3141 | 1 | 36 | No | No | No | No | No | No | No | No | No | No |
| 4 | 4 | 2942 | 1 | 34 | No | No | No | No | No | No | No | No | No | No |
| 5 | 4 | 2612 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 6 | 4 | 2579 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 7 | 4 | 2545 | 1 | 29 | No | No | No | No | No | No | No | No | No | No |
| 8 | 4 | 2315 | 1 | 27 | No | No | No | No | No | No | No | No | No | No |
| 9 | 4 | 2281 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 10 | 4 | 2248 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 11 | 4 | 1951 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 12 | 4 | 1819 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 13 | 4 | 1786 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 14 | 4 | 1322 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 15 | 4 | 1322 | 1 | 15 | No | No | No | No | No | No | No | No | No | No |
| 16 | 4 | 926 | 1 | 11 | No | No | No | No | No | No | No | No | No | No |
| 17 | 4 | 529 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 18 | 4 | 529 | 1 | 6 | No | No | No | No | No | No | No | No | No | No |
| 19 | 4 | 297 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 20 | 4 | 165 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 21 | 4 | 99 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 4 | 33 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 4 | 33 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 4 | 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 | S |
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 21.7 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:13 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 38 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 3344 |
| Number of Approaches on Intersection | 3 |
| Total Volume Condition Met | Yes |
| Warrant Met for Approach | No |
| Warrant Met for Intersection | No |

Signal Warrants Report For Intersection 9: Iron Pt/Safe Credit Union access

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 | 1848 | 1751 | 29 |
| 2 | 1793 | 1698 | 28 |
| 3 | 1756 | 1663 | 28 |
| 4 | 1645 | 1558 | 26 |
| 5 | 1460 | 1383 | 23 |
| 6 | 1441 | 1366 | 23 |
| 7 | 1423 | 1348 | 22 |
| 8 | 1294 | 1226 | 20 |
| 9 | 1275 | 1208 | 20 |
| 10 | 1257 | 1191 | 20 |
| 11 | 1090 | 1033 | 17 |
| 12 | 1016 | 963 | 16 |
| 13 | 998 | 946 | 16 |
| 14 | 739 | 700 | 12 |
| 15 | 739 | 700 | 12 |
| 16 | 517 | 490 | 8 |
| 17 | 296 | 280 | 5 |
| 18 | 296 | 280 | 5 |
| 19 | 166 | 158 | 3 |
| 20 | 92 | 88 | 1 |
| 21 | 55 | 53 | 1 |
| 22 | 18 | 18 | 0 |
| 23 | 18 | 18 | 0 |
| 24 | 18 | 18 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 4 | 3599 | 1 | 29 | No | No | No | No | No | No | No | No | No | No |
| 2 | 4 | 3491 | 1 | 28 | No | No | No | No | No | No | No | No | No | No |
| 3 | 4 | 3419 | 1 | 28 | No | No | No | No | No | No | No | No | No | No |
| 4 | 4 | 3203 | 1 | 26 | No | No | No | No | No | No | No | No | No | No |
| 5 | 4 | 2843 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 6 | 4 | 2807 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 7 | 4 | 2771 | 1 | 22 | No | No | No | No | No | No | No | No | No | No |
| 8 | 4 | 2520 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 9 | 4 | 2483 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 10 | 4 | 2448 | 1 | 20 | No | No | No | No | No | No | No | No | No | No |
| 11 | 4 | 2123 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 12 | 4 | 1979 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 13 | 4 | 1944 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 14 | 4 | 1439 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 15 | 4 | 1439 | 1 | 12 | No | No | No | No | No | No | No | No | No | No |
| 16 | 4 | 1007 | 1 | 8 | No | No | No | No | No | No | No | No | No | No |
| 17 | 4 | 576 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 18 | 4 | 576 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 19 | 4 | 324 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 20 | 4 | 180 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 4 | 108 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 4 | 36 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 4 | 36 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 4 | 36 | 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) | 22.3 |
| Number of Lanes on Minor Street Approach | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:10 |
| Delay Condition Met | No |
| Volume on Minor Street Approach During Same Hour | 29 |
| High Minor Volume Condition Met | No |
| Total Entering Volume on All Approaches During Same Hour | 3628 |
| 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 14: Lot 6 access

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, N |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|----|
| | E | W | S | N |
| 1 | 26 | 30 | 24 | 16 |
| 2 | 25 | 29 | 23 | 16 |
| 3 | 25 | 29 | 23 | 15 |
| 4 | 23 | 27 | 21 | 14 |
| 5 | 21 | 24 | 19 | 13 |
| 6 | 20 | 23 | 19 | 12 |
| 7 | 20 | 23 | 18 | 12 |
| 8 | 18 | 21 | 17 | 11 |
| 9 | 18 | 21 | 17 | 11 |
| 10 | 18 | 20 | 16 | 11 |
| 11 | 15 | 18 | 14 | 9 |
| 12 | 14 | 17 | 13 | 9 |
| 13 | 14 | 16 | 13 | 9 |
| 14 | 10 | 12 | 10 | 6 |
| 15 | 10 | 12 | 10 | 6 |
| 16 | 7 | 8 | 7 | 4 |
| 17 | 4 | 5 | 4 | 3 |
| 18 | 4 | 5 | 4 | 3 |
| 19 | 2 | 3 | 2 | 1 |
| 20 | 1 | 2 | 1 | 1 |
| 21 | 1 | 1 | 1 | 0 |
| 22 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 |
| 24 | 0 | 0 | 0 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 56 | 1 | 24 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 54 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 54 | 1 | 23 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 50 | 1 | 21 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 45 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 43 | 1 | 19 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 43 | 1 | 18 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 39 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 39 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 38 | 1 | 16 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 33 | 1 | 14 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 31 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 30 | 1 | 13 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 22 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 22 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 15 | 1 | 7 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 9 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 9 | 1 | 4 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 5 | 1 | 2 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 3 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 2 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 0 | 1 | 0 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 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 | N |
|--|-----------|------|
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 8.7 | 8.5 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:03 | 0:02 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 24 | 16 |
| High Minor Volume Condition Met | No | No |
| Total Entering Volume on All Approaches During Same Hour | 96 | 96 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Signal Warrants Report For Intersection 15: Lot 1 access

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 | N, S |
| Speed > 40mph | No |
| Population < 10,000 | No |
| Warrant Factor | 100% |

Warrant Analysis Traffic Volumes

| Hour | Major Streets | | Minor Streets | |
|------|---------------|----|---------------|----|
| | E | W | N | S |
| 1 | 74 | 33 | 108 | 25 |
| 2 | 72 | 32 | 105 | 24 |
| 3 | 70 | 31 | 103 | 24 |
| 4 | 66 | 29 | 96 | 22 |
| 5 | 58 | 26 | 85 | 20 |
| 6 | 58 | 26 | 84 | 20 |
| 7 | 57 | 25 | 83 | 19 |
| 8 | 52 | 23 | 76 | 18 |
| 9 | 51 | 23 | 75 | 17 |
| 10 | 50 | 22 | 73 | 17 |
| 11 | 44 | 19 | 64 | 15 |
| 12 | 41 | 18 | 59 | 14 |
| 13 | 40 | 18 | 58 | 14 |
| 14 | 30 | 13 | 43 | 10 |
| 15 | 30 | 13 | 43 | 10 |
| 16 | 21 | 9 | 30 | 7 |
| 17 | 12 | 5 | 17 | 4 |
| 18 | 12 | 5 | 17 | 4 |
| 19 | 7 | 3 | 10 | 2 |
| 20 | 4 | 2 | 5 | 1 |
| 21 | 2 | 1 | 3 | 1 |
| 22 | 1 | 0 | 1 | 0 |
| 23 | 1 | 0 | 1 | 0 |
| 24 | 1 | 0 | 1 | 0 |

Warrant Analysis by Hour

| Hour | Major Streets | | Minor Street | | 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 | 1 | 107 | 1 | 108 | No | No | No | No | No | No | No | No | No | No |
| 2 | 1 | 104 | 1 | 105 | No | No | No | No | No | No | No | No | No | No |
| 3 | 1 | 101 | 1 | 103 | No | No | No | No | No | No | No | No | No | No |
| 4 | 1 | 95 | 1 | 96 | No | No | No | No | No | No | No | No | No | No |
| 5 | 1 | 84 | 1 | 85 | No | No | No | No | No | No | No | No | No | No |
| 6 | 1 | 84 | 1 | 84 | No | No | No | No | No | No | No | No | No | No |
| 7 | 1 | 82 | 1 | 83 | No | No | No | No | No | No | No | No | No | No |
| 8 | 1 | 75 | 1 | 76 | No | No | No | No | No | No | No | No | No | No |
| 9 | 1 | 74 | 1 | 75 | No | No | No | No | No | No | No | No | No | No |
| 10 | 1 | 72 | 1 | 73 | No | No | No | No | No | No | No | No | No | No |
| 11 | 1 | 63 | 1 | 64 | No | No | No | No | No | No | No | No | No | No |
| 12 | 1 | 59 | 1 | 59 | No | No | No | No | No | No | No | No | No | No |
| 13 | 1 | 58 | 1 | 58 | No | No | No | No | No | No | No | No | No | No |
| 14 | 1 | 43 | 1 | 43 | No | No | No | No | No | No | No | No | No | No |
| 15 | 1 | 43 | 1 | 43 | No | No | No | No | No | No | No | No | No | No |
| 16 | 1 | 30 | 1 | 30 | No | No | No | No | No | No | No | No | No | No |
| 17 | 1 | 17 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 18 | 1 | 17 | 1 | 17 | No | No | No | No | No | No | No | No | No | No |
| 19 | 1 | 10 | 1 | 10 | No | No | No | No | No | No | No | No | No | No |
| 20 | 1 | 6 | 1 | 5 | No | No | No | No | No | No | No | No | No | No |
| 21 | 1 | 3 | 1 | 3 | No | No | No | No | No | No | No | No | No | No |
| 22 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 23 | 1 | 1 | 1 | 1 | No | No | No | No | No | No | No | No | No | No |
| 24 | 1 | 1 | 1 | 1 | 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 | N | S |
| Total Stopped Delay Per Vehicle on Minor Approach (s) | 10 | 8.6 |
| Number of Lanes on Minor Street Approach | 1 | 1 |
| VehicleHours of Stopped Delay on Minor Approach ([h]:mm) | 0:17 | 0:03 |
| Delay Condition Met | No | No |
| Volume on Minor Street Approach During Same Hour | 108 | 25 |
| High Minor Volume Condition Met | Yes | No |
| Total Entering Volume on All Approaches During Same Hour | 240 | 240 |
| Number of Approaches on Intersection | 4 | 4 |
| Total Volume Condition Met | No | No |
| Warrant Met for Approach | No | No |
| Warrant Met for Intersection | No | |

Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 6 2035 PM

Report File: Z:\...\2035 PM With Proj Vistro Report.pdf

12/4/2021

Trip Generation summary

Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|--------------------------|--------------------|------|-----------|-------|----------|-------|-------|-----------|-----------|-------------|------------------|
| 1: Lot 1 | Apts | #221 | DU | 0.410 | 153.000 | 60.00 | 40.00 | 38 | 25 | 63 | 60.58 |
| 2: Lot 6 | Apts | #221 | DU | 0.410 | 100.000 | 60.00 | 40.00 | 25 | 16 | 41 | 39.42 |
| Added Trips Total | | | | | | | | 63 | 41 | 104 | 100.00 |

Iron Point Apartments

Vistro File: Z:\...\Iron Pt Rd Apts 20211204 with 2035 opt.vistro

Scenario 6 2035 PM

Report File: Z:\...\2035 PM With Proj Vistro Report.pdf

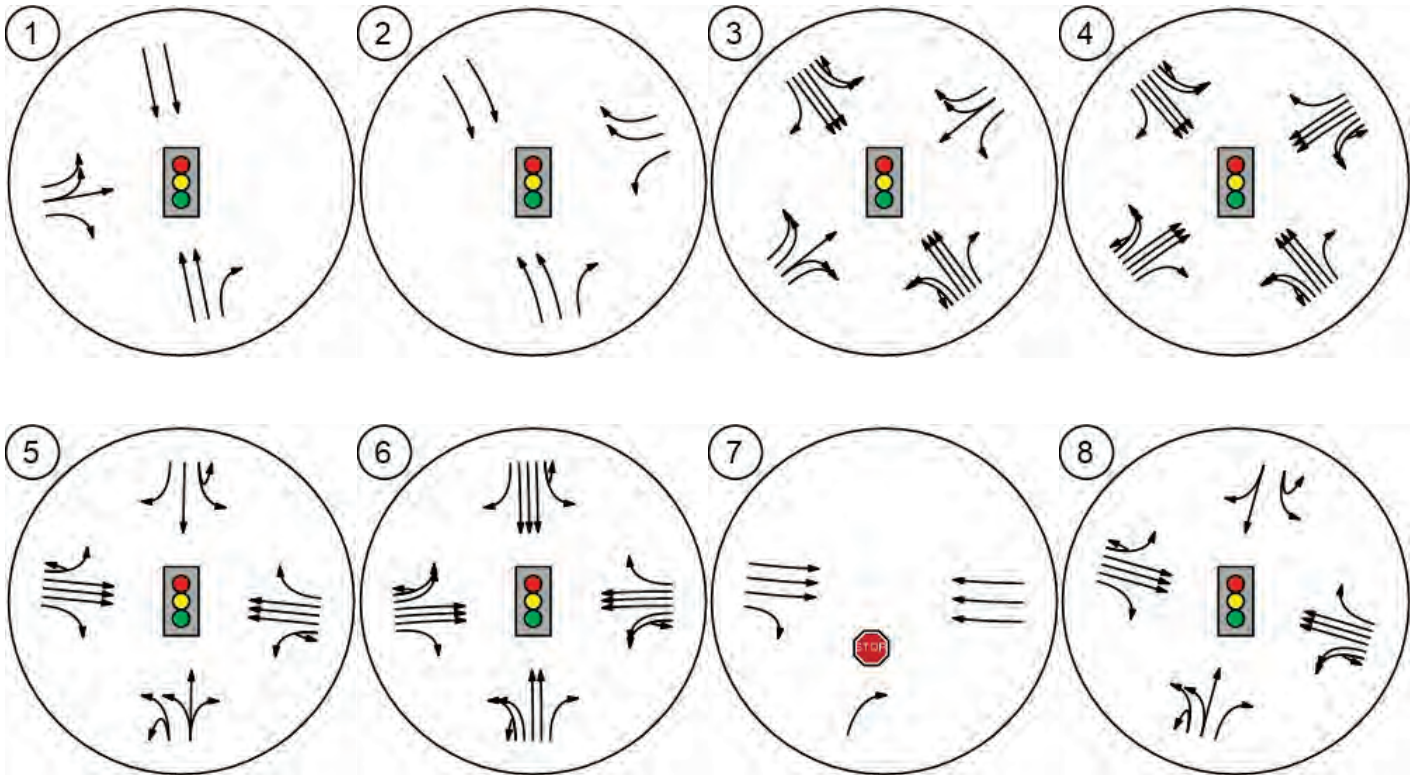
12/4/2021

Trip Distribution summary

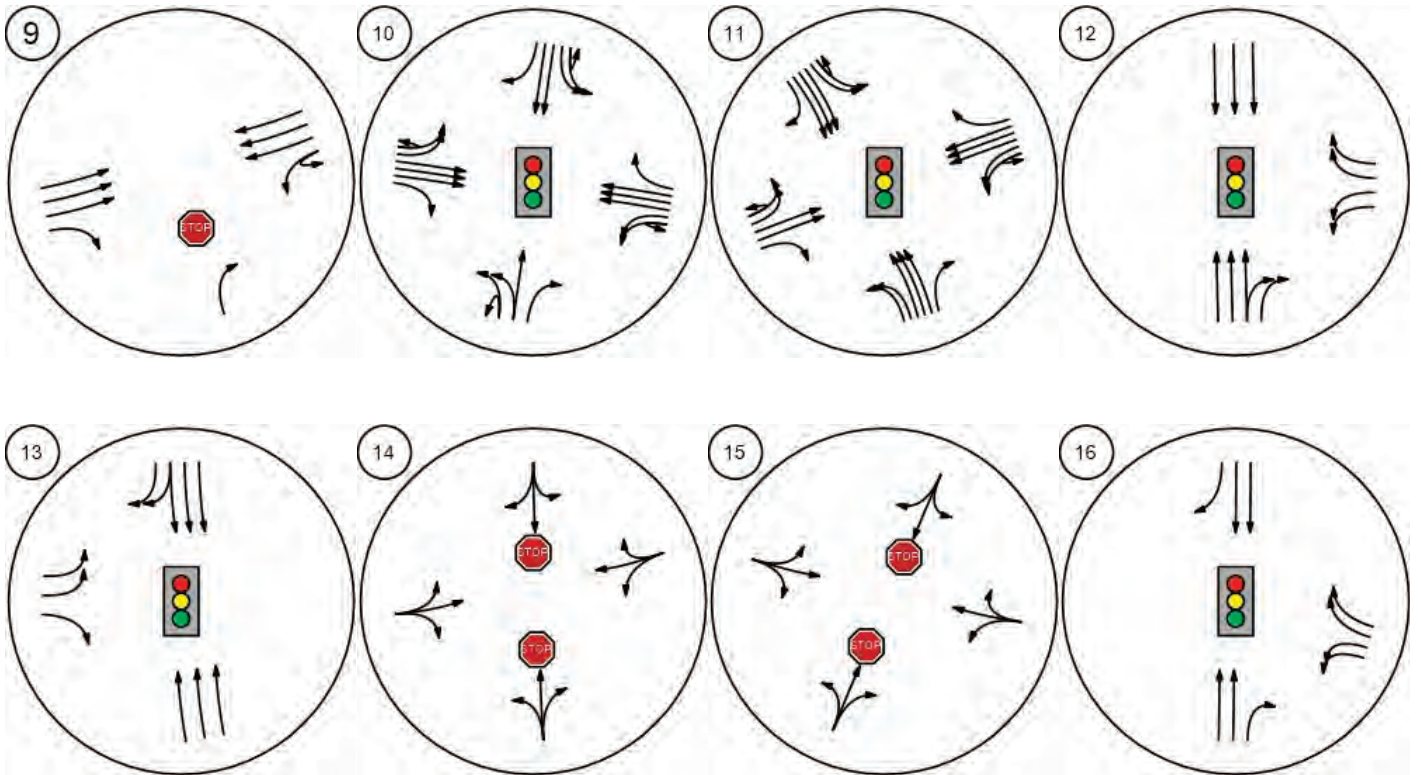
| Zone / Gate | Zone 1: Lot 1 | | | |
|----------------------------------|---------------|-----------|---------------|-----------|
| | To Lot 1: | | From Lot 1: | |
| | Share % | Trips | Share % | Trips |
| 2: Lot 6 | 0.00 | 0 | 0.00 | 0 |
| 11: S via Prairie City Rd | 0.00 | 0 | 0.00 | 0 |
| 12: W via US 50 | 22.00 | 8 | 22.00 | 5 |
| 13: W via American Aggregate Rd | 1.00 | 0 | 1.00 | 0 |
| 14: W via Iron Pt Rd | 0.00 | 0 | 0.00 | 0 |
| 15: N via Prairie City Rd | 8.00 | 3 | 8.00 | 2 |
| 16: N via Grover Rd | 4.00 | 2 | 4.00 | 1 |
| 17: Folsom HS | 2.00 | 1 | 2.00 | 1 |
| 18: N via Oak Ave. Pkwy | 15.00 | 6 | 15.00 | 4 |
| 19: N via Broadstone Pkwy | 5.00 | 2 | 5.00 | 1 |
| 20: Shops around Palladio | 4.00 | 2 | 4.00 | 1 |
| 21: E via Iron Pt Rd | 5.00 | 2 | 5.00 | 1 |
| 22: E Via US 50 | 10.00 | 4 | 10.00 | 3 |
| 23: Folsom Ranch Via Rowberry Dr | 12.00 | 5 | 12.00 | 3 |
| 24: S via Oak Ave Pkwy | 12.00 | 5 | 12.00 | 3 |
| Total | 100.00 | 40 | 100.00 | 25 |

| Zone / Gate | Zone 2: Lot 6 | | | |
|----------------------------------|---------------|-----------|---------------|-----------|
| | To Lot 6: | | From Lot 6: | |
| | Share % | Trips | Share % | Trips |
| 1: Lot 1 | 0.00 | 0 | 0.00 | 0 |
| 11: S via Prairie City Rd | 0.00 | 0 | 0.00 | 0 |
| 12: W via US 50 | 22.00 | 6 | 22.00 | 3 |
| 13: W via American Aggregate Rd | 1.00 | 0 | 1.00 | 0 |
| 14: W via Iron Pt Rd | 0.00 | 0 | 0.00 | 0 |
| 15: N via Prairie City Rd | 8.00 | 2 | 8.00 | 1 |
| 16: N via Grover Rd | 4.00 | 1 | 4.00 | 1 |
| 17: Folsom HS | 2.00 | 1 | 2.00 | 0 |
| 18: N via Oak Ave. Pkwy | 15.00 | 4 | 15.00 | 2 |
| 19: N via Broadstone Pkwy | 5.00 | 1 | 5.00 | 1 |
| 20: Shops around Palladio | 4.00 | 1 | 4.00 | 1 |
| 21: E via Iron Pt Rd | 5.00 | 1 | 5.00 | 1 |
| 22: E Via US 50 | 10.00 | 3 | 10.00 | 2 |
| 23: Folsom Ranch Via Rowberry Dr | 12.00 | 3 | 12.00 | 2 |
| 24: S via Oak Ave Pkwy | 12.00 | 3 | 12.00 | 2 |
| Total | 100.00 | 26 | 100.00 | 16 |

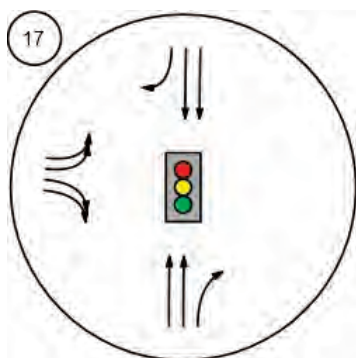
Lane Configuration and Traffic Control



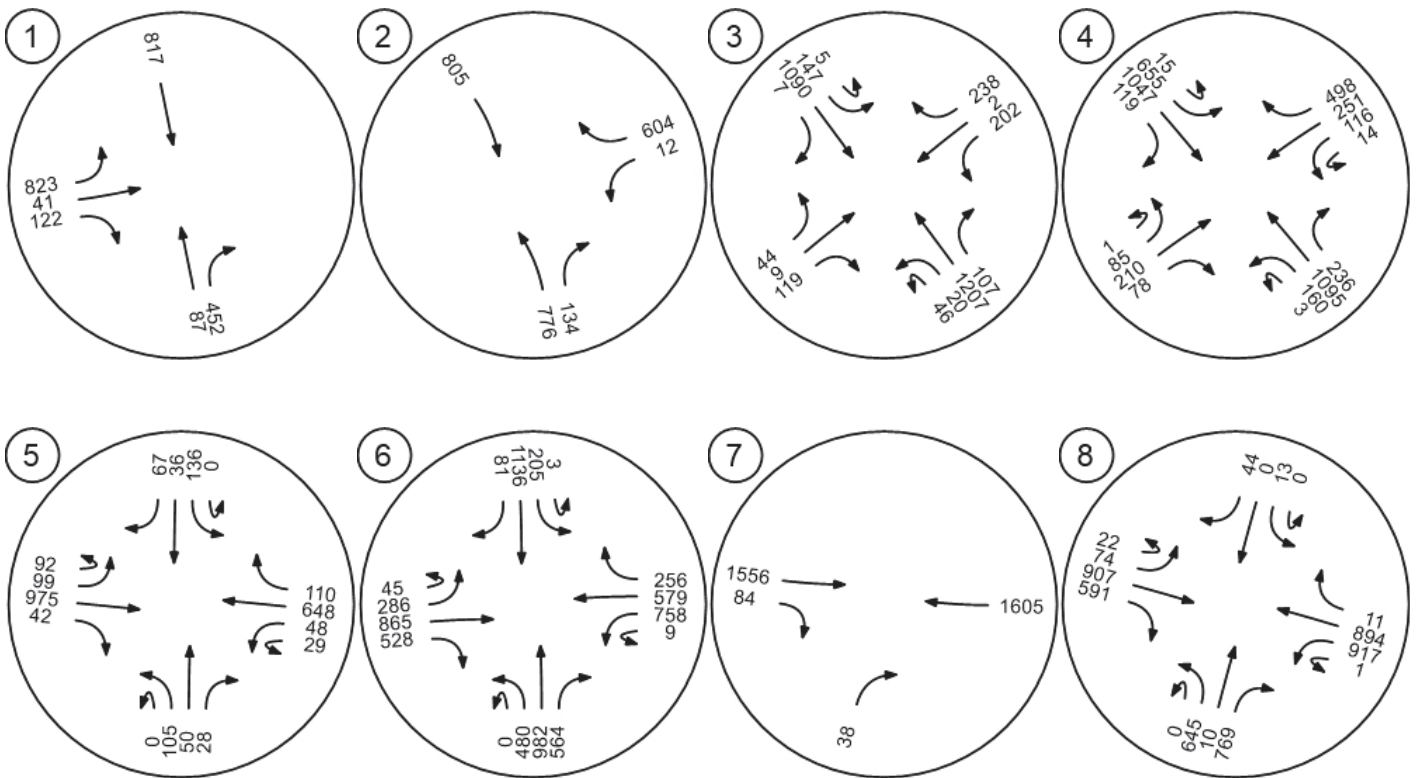
Lane Configuration and Traffic Control



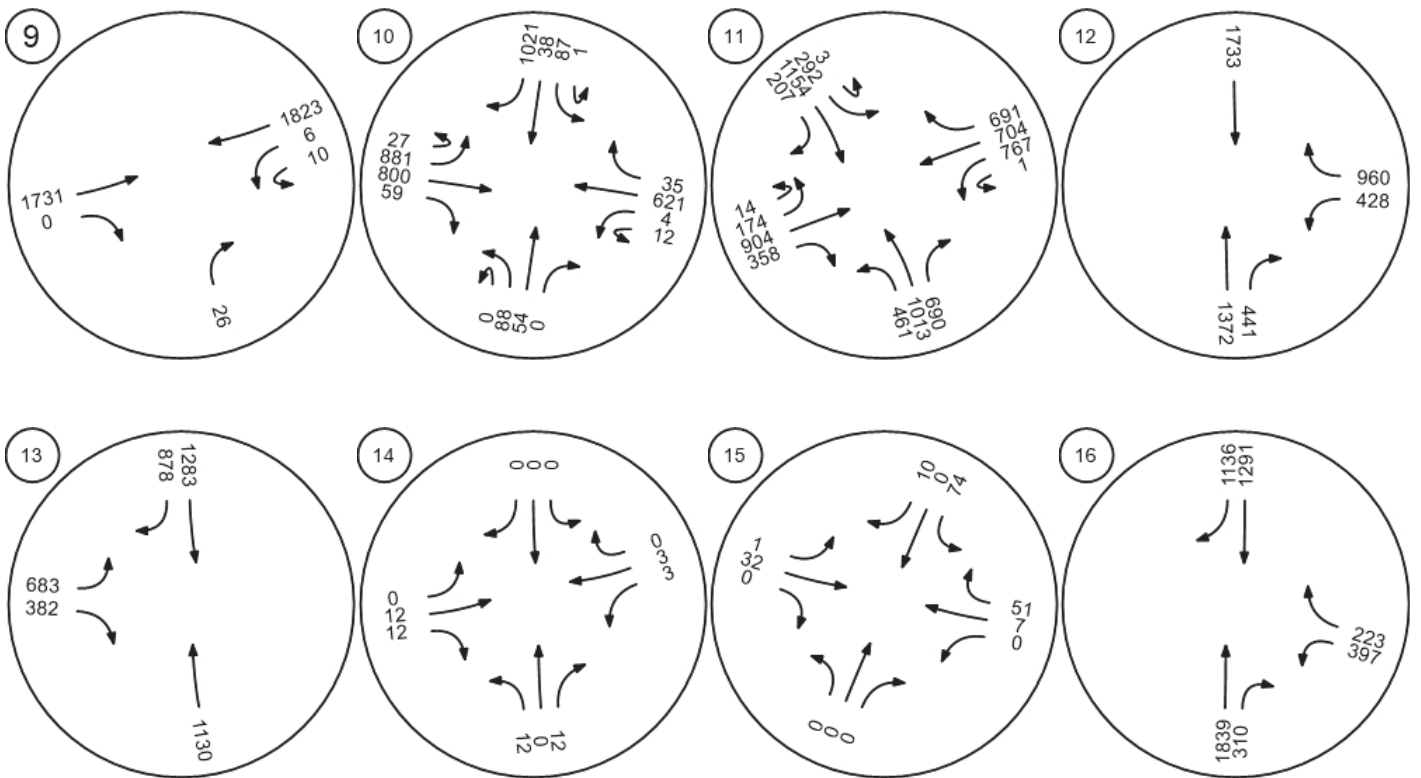
Lane Configuration and Traffic Control



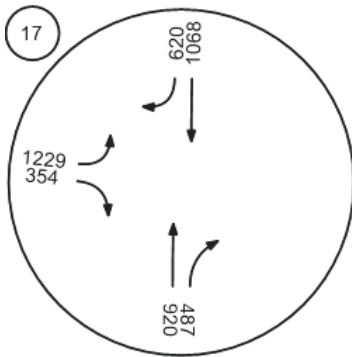
Traffic Volume - Base Volume



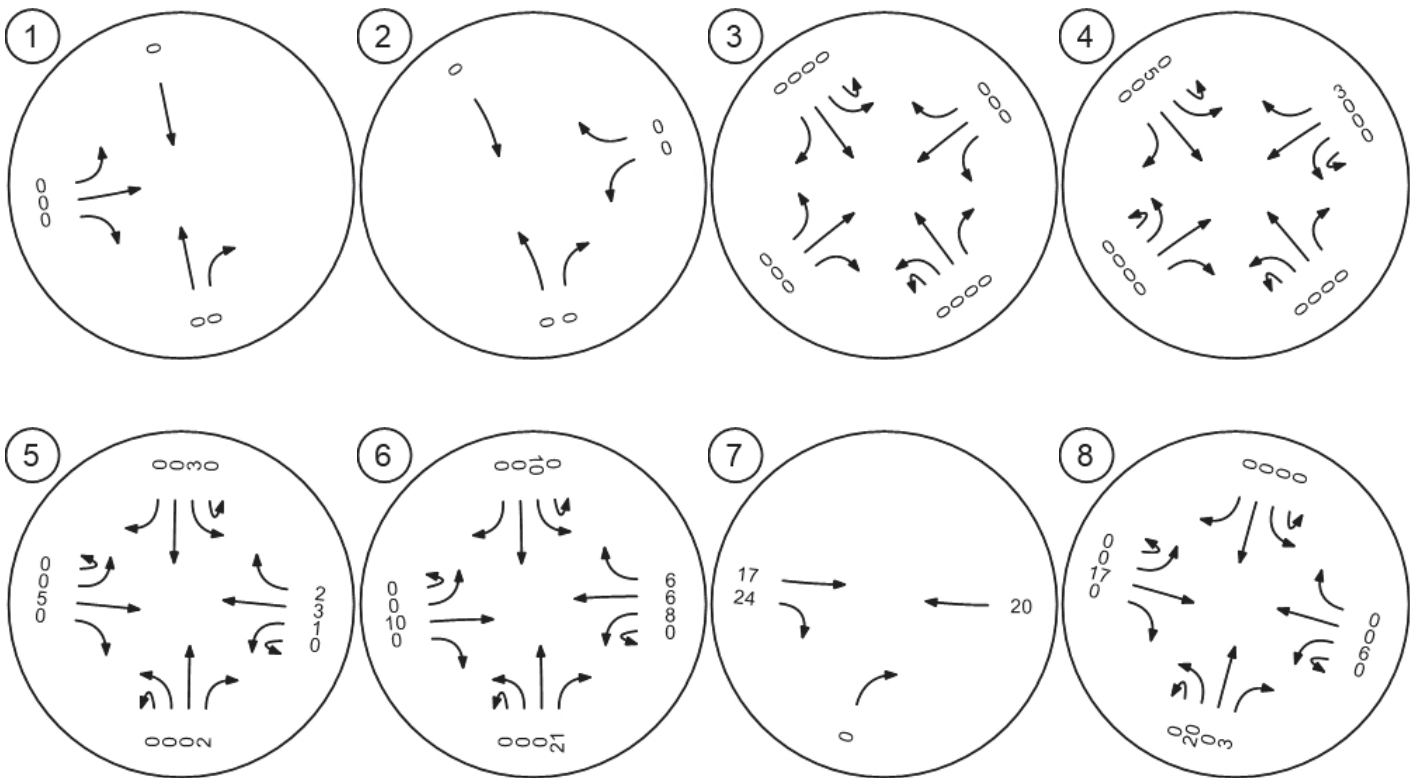
Traffic Volume - Base Volume



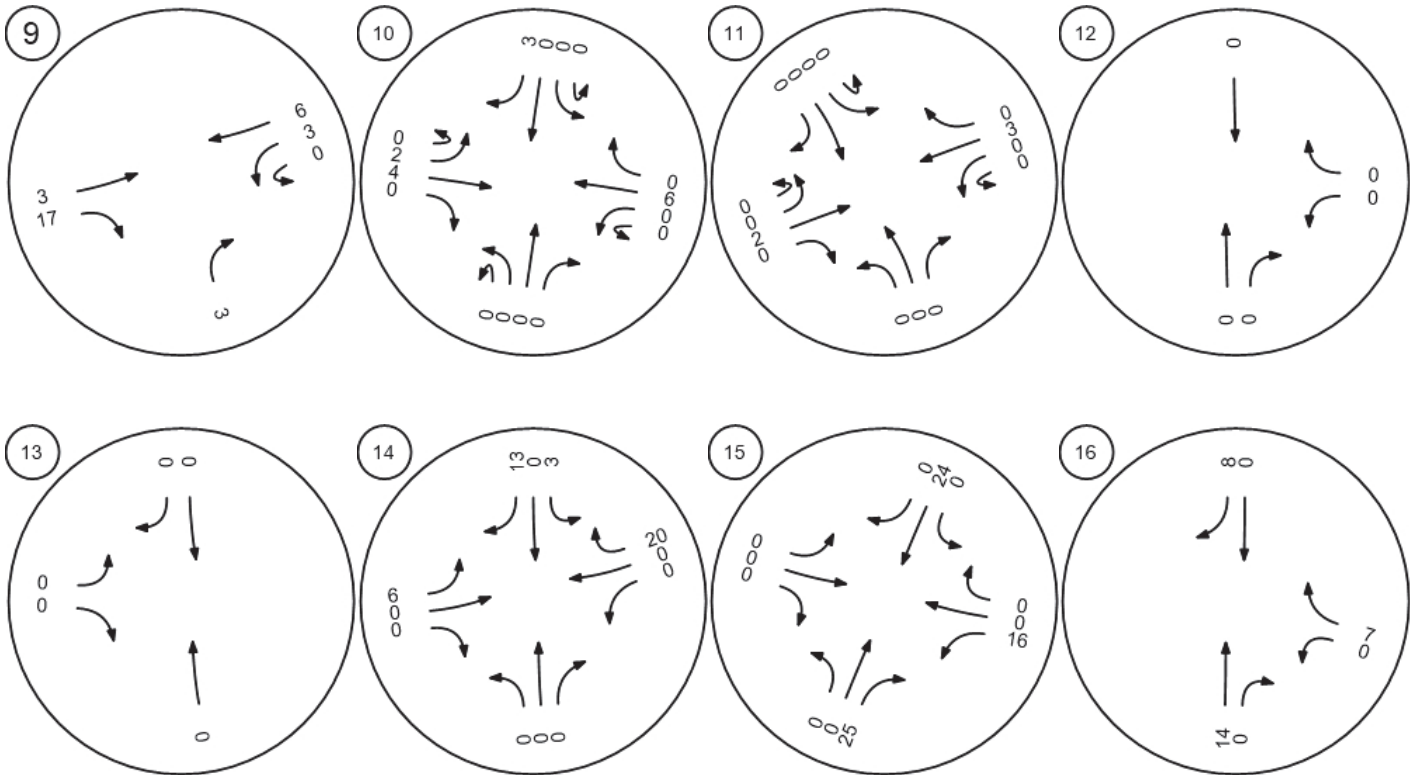
Traffic Volume - Base Volume



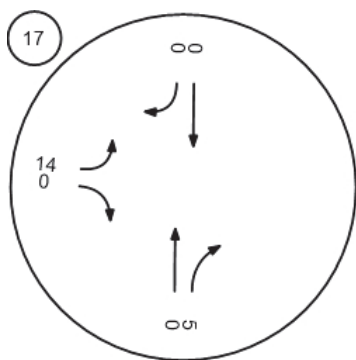
Traffic Volume - Net New Site Trips



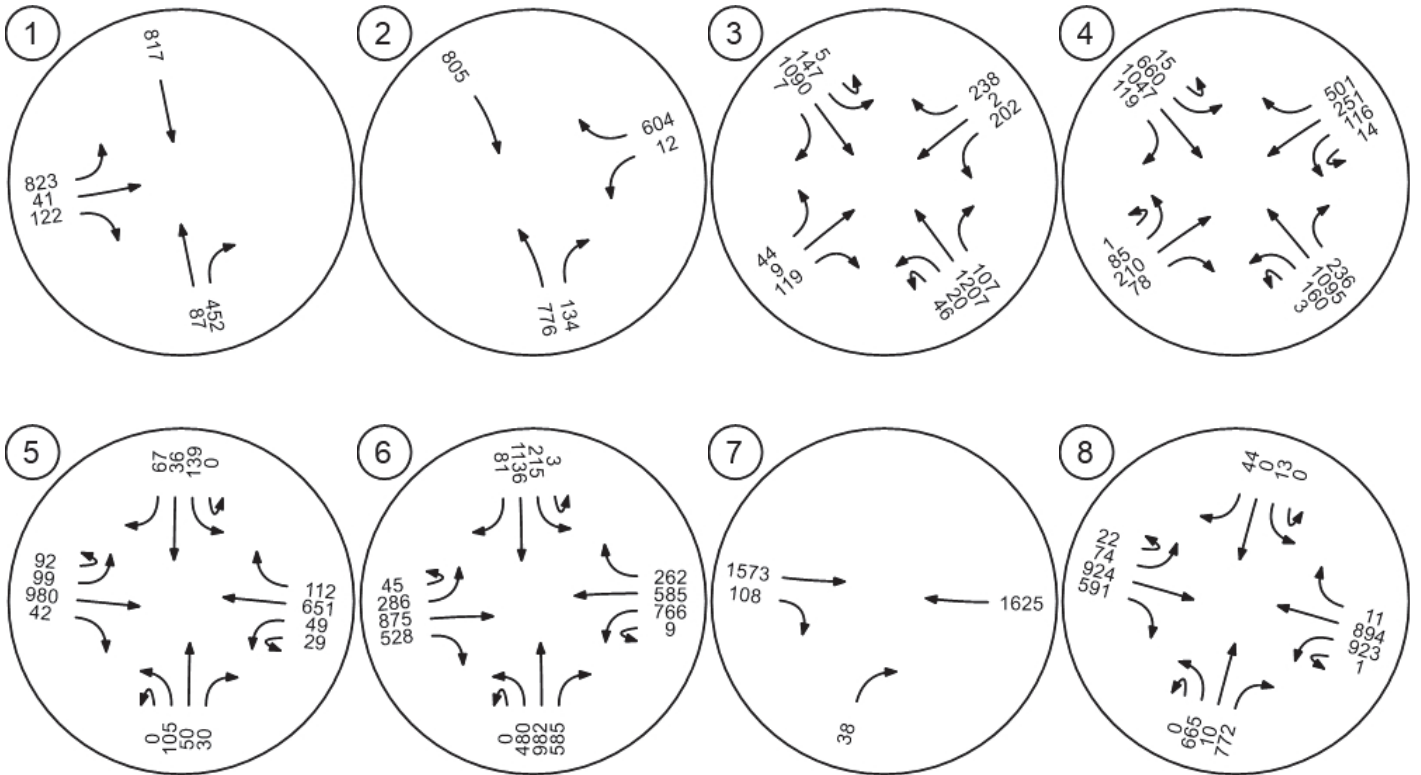
Traffic Volume - Net New Site Trips



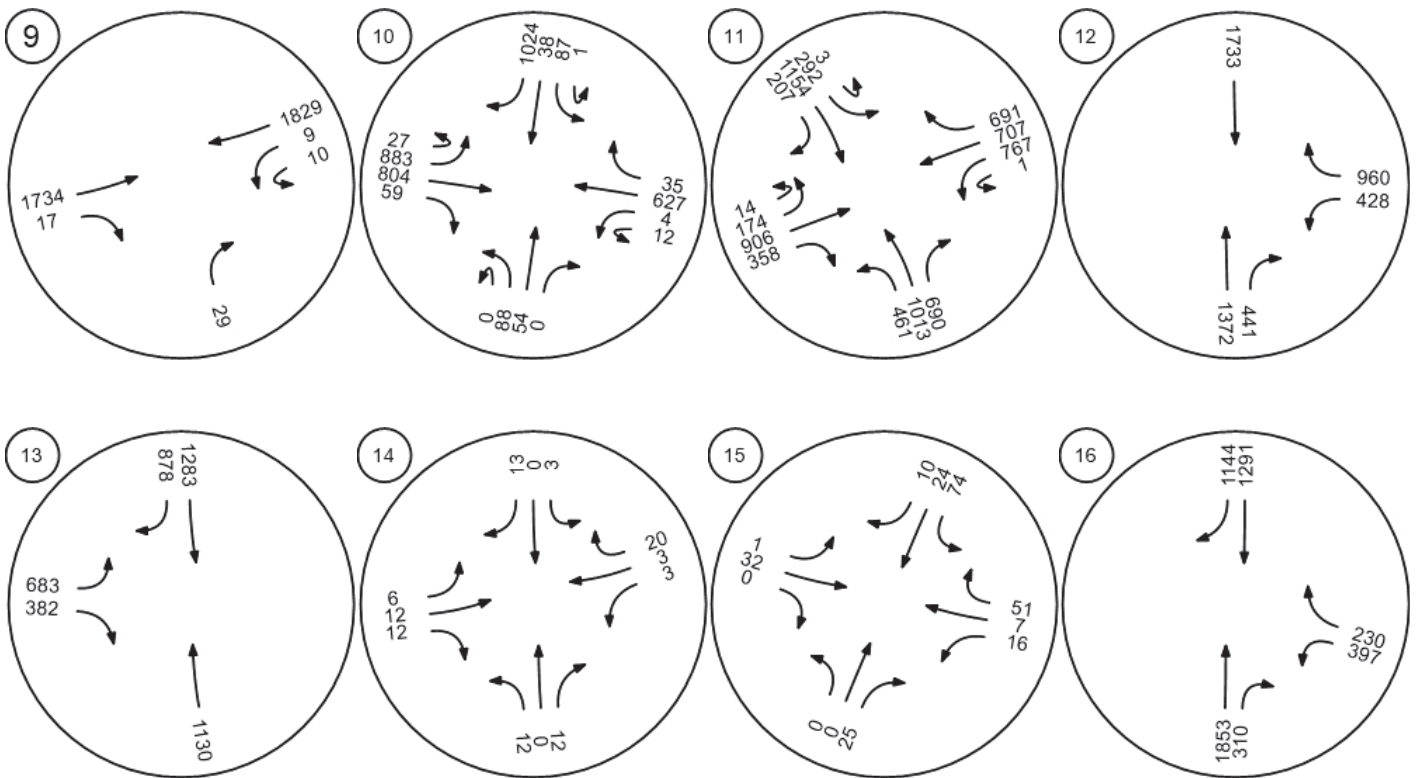
Traffic Volume - Net New Site Trips



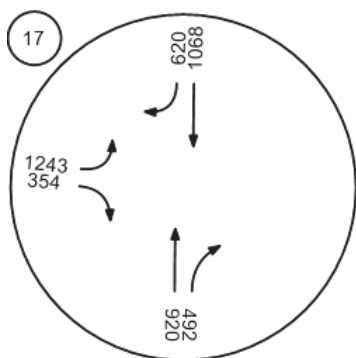
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Project Analyze Edit View Settings Toolbox Help

Global Input Fill Data Turn On Managed Lanes Reliability Analysis (RL) Generate Delete Summary ATMN Analysis Configure Delete Summary

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options In & Out GP Only Analysis Period (A.P.) Control A.P. 3/1 7:00 - 7:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 |
|-----------------------------------|----------|----------|---------|---------|---------|---------|----------|--------|---------|---------|---------|
| General Purpose Seg | 1 off@EB | 2 on@EB | 3 on@EB | 4 | 8 off@ | 9 on@PC | 10 on | | | | |
| General Purpose Seg | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| General Purpose Seg | 5,280 | 1,500 | 2,200 | 1,200 | 1,500 | 4,300 | 1,500 | 2,100 | 1,600 | 1,500 | 5,280 |
| Segment Length (ft) | | | | | | | | | | | |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Truck-PC Equivalent | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| # of Lanes - Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Free Flow Speed (mph) | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 3,536 | 3,536 | 2,191 | 2,439 | 3,366 | 3,366 | 3,366 | 2,424 | 2,500 | 3,392 | 3,392 |
| Mainline Single Unit Tr | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Cap. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length | | 1,200 | | 300 | 1,200 | | 200 | | 200 | 1,200 | |
| CFR Side | | | | Right | Right | | | | Right | Right | |
| # Lanes - CFR | | | | 1 | 1 | | | | 1 | 1 | |
| CFR Free Flow Speed | | | | 50 | 50 | | | | 50 | 50 | |
| CFR/Entering Dem. (v) | | | | 45 | 45 | | | | 45 | 45 | |
| CFR Single Unit Truck | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | |
| CFR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| CFR Metering Type | | | | None | None | | | | None | None | |
| CFR Metering Fixed R. | | | | | | | | | | | |
| CFR Side | | Right | | | | | Right | | | | |
| # Lanes - CFR | | 2 | | | | | 1 | | | | |
| CFR Free Flow Speed | | 45 | | | | | 45 | | | | |
| CFR/Ext Dem. (vph) | | 1,345 | | | | | 942 | | | | |
| CFR Single Unit Truck | | 2.00 | | | | | 2.00 | | | | |
| CFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment LS (ft) | | | | | | | | | | | |
| Weave Segment LCRF | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Ramp to Ramp Dem. (v) | | | | | | | | | | | |
| Processed Segment T | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Speed (mph) | 67.9 | 61.1 | 74.3 | 63.7 | 64.0 | 69.3 | 62.3 | 74.3 | 63.4 | 63.9 | 69.1 |
| Total Density (veh/m/in) | 26.1 | 24.0 | 14.6 | 22.4 | 23.8 | 24.3 | 31.4 | 16.3 | 23.6 | 24.0 | 24.5 |
| Total Density (pc/m/in) | 26.6 | 24.5 | 14.9 | 22.9 | 24.3 | 24.8 | 32.0 | 16.6 | 24.1 | 24.5 | 25.0 |
| Influence Area Density | | 24.5 | | 22.9 | 24.3 | | 32.0 | | 24.1 | 24.5 | |
| Adjusted Capacity (vph) | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 |
| Adjusted Mainline Dem. | 3,536 | 3,536 | 2,191 | 2,439 | 3,366 | 3,366 | 3,366 | 2,424 | 2,500 | 3,392 | 3,392 |
| D/C | 0.75 | 0.75 | 0.47 | 0.52 | 0.72 | 0.72 | 0.72 | 0.52 | 0.53 | 0.72 | 0.72 |
| Mainline Volume Served | 3,536 | 3,536 | 2,191 | 2,439 | 3,366 | 3,366 | 3,366 | 2,424 | 2,500 | 3,392 | 3,392 |
| W/C | 0.75 | 0.75 | 0.47 | 0.52 | 0.72 | 0.72 | 0.72 | 0.52 | 0.53 | 0.72 | 0.72 |
| Adjusted ONR Dem. (v) | | | | 248 | 927 | | | | 76 | 892 | |
| ONR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,059 | 2,059 | |
| ONR Volume Served (v) | | | | 248 | 927 | | | | 76 | 892 | |
| ONR Avg RM Rate (vph) | | | | | | | | | | | |
| ONR Time RM Active (h) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted CFR Dem. (v) | | 1,345 | | | | | 942 | | | | |
| CFR Capacity (vph) | | 4,118 | | | | | 2,059 | | | | |
| CFR Volume Served (v) | | 1,345 | | | | | 942 | | | | |
| Density Based LOS | D | C | B | C | C | C | D | B | C | C | C |
| Dem. Based LOS | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | |
| CFR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.88 | 0.28 | 0.34 | 0.21 | 0.27 | 0.70 | 0.27 | 0.32 | 0.29 | 0.27 | 0.87 |
| FFS Travel Time (min) | 0.80 | 0.23 | 0.33 | 0.18 | 0.23 | 0.65 | 0.23 | 0.32 | 0.24 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.08 | 0.05 | 0.00 | 0.03 | 0.04 | 0.05 | 0.05 | 0.00 | 0.04 | 0.04 | 0.07 |
| VMTD (veh-miles / interval) | 884 | 251 | 228 | 139 | 239 | 685 | 239 | 241 | 189 | 241 | 848 |
| VMTI (veh-miles / interval) | 884 | 251 | 228 | 139 | 239 | 685 | 239 | 241 | 189 | 241 | 848 |
| PHITD (p-miles / interval) | 884 | 251 | 228 | 139 | 239 | 685 | 239 | 241 | 189 | 241 | 848 |
| PHITV (p-miles / interval) | 884 | 251 | 228 | 139 | 239 | 685 | 239 | 241 | 189 | 241 | 848 |
| VHT (travel / interval (h) | 13.03 | 4.11 | 3.07 | 2.17 | 3.74 | 9.89 | 3.84 | 3.24 | 2.99 | 3.77 | 12.27 |
| VHD-M (delay / interval) | 1.24 | 0.76 | 0.03 | 0.33 | 0.55 | 0.75 | 0.65 | 0.03 | 0.46 | 0.56 | 0.96 |
| VHD-R (delay / interval) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval) | | | | | | | | | | | |
| VHD-MCDE (delay / interval) | | | | | | | | | | | |
| VHD (delay / interval / interval) | 1.24 | 0.76 | 0.03 | 0.33 | 0.55 | 0.75 | 0.65 | 0.03 | 0.46 | 0.56 | 0.96 |
| Space Mean Speed (m) | 67.9 | 81.1 | 74.3 | 63.7 | 64.0 | 69.3 | 62.3 | 74.3 | 63.4 | 63.9 | 69.1 |
| Travel Time Index | 1.11 | 1.23 | 1.01 | 1.18 | 1.17 | 1.06 | 1.20 | 1.01 | 1.18 | 1.17 | 1.09 |

Project: FREEVAL-2015e - Z:\Shared\Projects\P21090 Iron Point Apartments\US 50\FREEVAL\EB\02 EB 2021 no Proj AM\Seed

Project Analyze Edit View Settings Toolbox Help

Global Input Fill Data Turn On Generate Delete Summary Compare Delete Summary

Managed Lanes Reliability Analysis (RL) ATDM Analysis

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options Analysis Period (A.P.) Control

In & Out GP Only AP, 1/1 17:00 - 17:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 |
|--------------------------------------|--------|----------|--------|---------|---------|--------|----------|--------|---------|---------|---------|
| General Purpose Segment Data | 11 | | | | | | | | | | |
| General Purpose Segment Name | 12 | | | | | | | | | | |
| General Purpose Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,100 | 2,000 | 1,500 | 5,800 | 1,800 | 2,300 | 1,400 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Rolling | Rolling | Rolling |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 |
| # of Lanes: Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 |
| Free Flow Speed (mph) | 70 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 3,185 | 3185 | 1965 | 2134 | 2545 | 2545 | 2545 | 1412 | 2023 | 2132 | 2132 |
| Mainline Single Unit Truck and Bu... | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. F... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Spee... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | | 400 | | 600 | 900 | | 1,800 | | 1,400 | 1,400 | |
| ONR Side | | | | Right | Right | | | | Right | Right | |
| # Lanes: ONR | | | | 1 | 1 | | | | 1 | 1 | |
| ONR Queue Capacity (veh/m) | | | | 50 | 50 | | | | 50 | 50 | |
| ONR Free Flow Speed (mph) | | | | 45 | 45 | | | | 45 | 45 | |
| ONR/Entering Dem. (vph) | | | | 169 | 411 | | | | 611 | 109 | |
| ONR Single Unit Truck and Bus (%) | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | |
| ONR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| ONR Metering Type | | | | None | None | | | | None | None | |
| ONR Metering Fixed Rate (vph) | | | | | | | | | | | |
| OFR Side | | Right | | | | | Right | | | | |
| # Lanes: OFR | | 1 | | | | | 2 | | | | |
| OFR Free Flow Speed (mph) | | 45 | | | | | 45 | | | | |
| OFR/Exit Dem. (vph) | | 1,220 | | | | | 1,133 | | | | |
| OFR Single Unit Truck and Bus (%) | | 2.00 | | | | | 2.00 | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment Ls (ft) | | | | | | | | | | | |
| Weave Segment LCRF | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCR | | | | | | | | | | | |
| Weave Segment LCR | | | | | | | | | | | |
| Weave Segment RW | | | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | | | | | | | | | | | |
| Processed Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | ONR-B | On Ramp | Basic |
| Speed (mph) | 67.9 | 58.5 | 69.4 | 61.6 | 61.8 | 74.0 | 61.7 | 74.5 | 75.0 | 70.1 | 75.0 |
| Total Density (veh/mile) | 23.4 | 28.0 | 14.0 | 18.2 | 19.5 | 17.2 | 10.2 | 9.4 | 9.0 | 10.1 | 9.5 |
| Total Density (pc/mile) | 23.9 | 28.6 | 14.3 | 18.6 | 19.9 | 17.5 | 10.4 | 9.6 | 9.3 | 10.4 | 9.8 |
| Influence Area Density (pc/mile) | | 28.6 | | 18.6 | 19.9 | | 10.4 | | 0.0 | 7.5 | |
| Adjusted Capacity (vph) | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 6,990 | 6,990 | 6,990 |
| Adjusted Mainline Dem. (vph) | 3,185 | 3,185 | 1,965 | 2,134 | 2,545 | 2,545 | 2,545 | 1,412 | 2,023 | 2,132 | 2,132 |
| D/C | 0.68 | 0.68 | 0.42 | 0.45 | 0.54 | 0.54 | 0.54 | 0.30 | 0.29 | 0.30 | 0.30 |
| Mainline Volume Served (vph) | 3,185 | 3,185 | 1,965 | 2,134 | 2,545 | 2,545 | 2,545 | 1,412 | 2,023 | 2,132 | 2,132 |
| V/C | 0.68 | 0.68 | 0.42 | 0.45 | 0.54 | 0.54 | 0.54 | 0.30 | 0.29 | 0.30 | 0.30 |
| Adjusted ONR Dem. (vph) | | | | 169 | 411 | | | | 611 | 109 | |
| ONR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,039 | 2,039 | |
| ONR Volume Served (vph) | | | | 169 | 411 | | | | 611 | 109 | |
| ONR Avg RM Rate (vph) | | | | | | | | | | | |
| ONR Time RM Active (min) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted OFR Dem. (vph) | | 1,220 | | | | | 1,133 | | | | |
| OFR Capacity (vph) | | 2,059 | | | | | 4,118 | | | | |
| OFR Volume Served (vph) | | 1,220 | | | | | 1,133 | | | | |
| Density Based LOS | C | D | B | B | B | B | B | A | A | A | A |
| Dam Based LOS | | | | | | | | | | | |
| Mainline Queue Length (ft) | | | | | | | | | | | |
| Mainline Queue Length (%) | | | | | | | | | | | |
| ONR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.88 | 0.29 | 0.34 | 0.37 | 0.28 | 0.89 | 0.33 | 0.35 | 0.21 | 0.24 | 0.80 |
| FFS Travel Time (min) | 0.86 | 0.24 | 0.34 | 0.32 | 0.24 | 0.88 | 0.27 | 0.35 | 0.21 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.03 | 0.05 | 0.00 | 0.04 | 0.03 | 0.01 | 0.06 | 0.00 | 0.00 | 0.02 | 0.00 |
| VMTD (veh-miles / interval) | 796 | 226 | 195 | 202 | 181 | 699 | 217 | 154 | 134 | 151 | 533 |
| VMTV (veh-miles / interval) | 796 | 226 | 195 | 202 | 181 | 699 | 217 | 154 | 134 | 151 | 533 |
| PMTD (p-miles / interval) | 796 | 226 | 195 | 202 | 181 | 699 | 217 | 154 | 134 | 151 | 533 |
| PMTV (p-miles / interval) | 796 | 226 | 195 | 202 | 181 | 699 | 217 | 154 | 134 | 151 | 533 |
| VHT (travel / interval (hrs)) | 11.72 | 3.87 | 2.82 | 3.28 | 2.92 | 9.44 | 3.51 | 2.06 | 1.79 | 2.16 | 7.11 |
| VHD-M (delay / interval (hrs)) | 0.35 | 0.63 | 0.03 | 0.40 | 0.34 | 0.12 | 0.62 | 0.01 | 0.00 | 0.14 | 0.00 |
| VHD-R (delay / interval (hrs)) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval (hrs)) | | | | | | | | | | | |
| VHD-MDE (delay / interval (hrs)) | 0.00 | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 0.35 | 0.63 | 0.03 | 0.40 | 0.34 | 0.12 | 0.62 | 0.01 | 0.00 | 0.14 | 0.00 |
| Space Mean Speed (mph) | 67.9 | 58.5 | 69.4 | 61.6 | 61.8 | 74.0 | 61.7 | 74.5 | 75.0 | 70.1 | 75.0 |
| Travel Time Index | 1.03 | 1.20 | 1.01 | 1.14 | 1.13 | 1.01 | 1.21 | 1.01 | 1.00 | 1.07 | 1.00 |



| Segment | Seg 1 | Seg 2 | Seg 3 | Seg 4 | Seg 5 | Seg 6 | Seg 7 | Seg 8 | Seg 9 | Seg 10 | Seg 11 |
|-------------------------------------|----------|----------|---------|---------|---------|--------|----------|---------|---------|---------|--------|
| General Purpose Segment Data | | | | | | | | | | | |
| General Purpose Segment Name | 1 off@EB | | 2 on@EB | 3 on@EB | 4 | 8 off@ | | 9 on@PC | 10 on | | |
| General Purpose Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,200 | 1,200 | 1,500 | 4,300 | 1,500 | 2,100 | 1,600 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| # of Lanes, Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Free Flow Speed (mph) | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Single Unit Truck and Bu. | 2,717 | 2,717 | 1,439 | 1,713 | 2,700 | 2,700 | 2,700 | 2,118 | 2,192 | 3,002 | 3,002 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. F. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Spee. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | | 1,200 | | 300 | 1,200 | | 300 | | 200 | 1,200 | |
| ONR Side | | | | Right | Right | | | | Right | Right | |
| # Lanes, ONR | | | | 1 | 1 | | | | 1 | 1 | |
| ONR Queue Capacity (veh/m) | | | | 50 | 50 | | | | 50 | 50 | |
| ONR Free Flow Speed (mph) | | | | 45 | 45 | | | | 45 | 45 | |
| ONR/Entering Dem. (vph) | | | | 274 | 987 | | | | 74 | 810 | |
| ONR Single Unit Truck and Bus (%) | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | |
| ONR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| ONR Metering Type | | | | None | None | | | | None | None | |
| ONR Metering Fixed Rate (vph) | | | | | | | | | | | |
| OFR Side | | Right | | | | | Right | | | | |
| # Lanes, OFR | | 2 | | | | | 1 | | | | |
| OFR Free Flow Speed (mph) | | 45 | | | | | 45 | | | | |
| OFR/Exit Dem. (vph) | | 1,278 | | | | | 582 | | | | |
| OFR Single Unit Truck and Bus (%) | | 2.00 | | | | | 2.00 | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment LS (ft) | | | | | | | | | | | |
| Weave Segment LCRP | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment NW | | | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | | | | | | | | | | | |
| Processed Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Speed (mph) | 73.4 | 61.3 | 74.3 | 64.6 | 65.9 | 73.4 | 63.4 | 74.4 | 63.8 | 65.2 | 71.9 |
| Total Density (veh/mi/m) | 18.5 | 16.9 | 9.6 | 16.8 | 18.6 | 18.4 | 26.6 | 14.1 | 21.2 | 21.0 | 20.9 |
| Total Density (pc/mi/m) | 18.9 | 17.3 | 9.8 | 17.1 | 19.0 | 18.8 | 26.1 | 14.4 | 21.6 | 21.5 | 21.3 |
| Influence Area Density (pc/mi/m) | | 17.3 | | 17.1 | 19.0 | | 26.1 | | 21.6 | 21.5 | |
| Adjusted Capacity (vph) | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 |
| Adjusted Mainline Dem. (vph) | 2,717 | 2,717 | 1,439 | 1,713 | 2,700 | 2,700 | 2,700 | 2,118 | 2,192 | 3,002 | 3,002 |
| D/C | 0.58 | 0.58 | 0.31 | 0.36 | 0.57 | 0.57 | 0.57 | 0.45 | 0.47 | 0.64 | 0.64 |
| Mainline Volume Served (vph) | 2,717 | 2,717 | 1,439 | 1,713 | 2,700 | 2,700 | 2,700 | 2,118 | 2,192 | 3,002 | 3,002 |
| V/C | 0.58 | 0.58 | 0.31 | 0.36 | 0.57 | 0.57 | 0.57 | 0.45 | 0.47 | 0.64 | 0.64 |
| Adjusted ONR Dem. (vph) | | | | 274 | 987 | | | | 74 | 810 | |
| OFR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,059 | 2,059 | |
| ONR Volume Served (vph) | | | | 274 | 987 | | | | 74 | 810 | |
| ONR Avg RM Rate (vph) | | | | | | | | | | | |
| ONR Time RM Active (min) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted OFR Dem. (vph) | | 1,278 | | | | | 582 | | | | |
| OFR Capacity (vph) | | 4,118 | | | | | 2,059 | | | | |
| OFR Volume Served (vph) | | 1,278 | | | | | 582 | | | | |
| Density Based LOS | C | B | A | B | B | C | C | B | C | C | C |
| Dem. Based LOS | | | | | | | | | | | |
| Mainline Queue Length (ft) | | | | | | | | | | | |
| Mainline Queue Length (%) | | | | | | | | | | | |
| ONR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.82 | 0.28 | 0.34 | 0.21 | 0.26 | 0.67 | 0.27 | 0.32 | 0.28 | 0.26 | 0.83 |
| FFS Travel Time (min) | 0.80 | 0.23 | 0.33 | 0.18 | 0.23 | 0.65 | 0.23 | 0.32 | 0.24 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.02 | 0.05 | 0.00 | 0.03 | 0.03 | 0.01 | 0.04 | 0.00 | 0.04 | 0.03 | 0.03 |
| VMTD (veh-miles / interval) | 679 | 193 | 150 | 97 | 192 | 550 | 192 | 211 | 166 | 213 | 750 |
| VMTD (veh-miles / interval) | 679 | 193 | 150 | 97 | 192 | 550 | 192 | 211 | 166 | 213 | 750 |
| PMTD (p-miles / interval) | 679 | 193 | 150 | 97 | 192 | 550 | 192 | 211 | 166 | 213 | 750 |
| PMTV (p-miles / interval) | 679 | 193 | 150 | 97 | 192 | 550 | 192 | 211 | 166 | 213 | 750 |
| VHT (travel / interval (hrs)) | 9.26 | 3.15 | 2.02 | 1.51 | 2.91 | 7.49 | 3.02 | 2.83 | 2.60 | 3.27 | 10.44 |
| VHD-M (delay / interval (hrs)) | 0.20 | 0.58 | 0.02 | 0.21 | 0.35 | 0.16 | 0.47 | 0.02 | 0.39 | 0.43 | 0.43 |
| VHD-R (delay / interval (hrs)) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval (hrs)) | | | | | | | | | | | |
| VHD-MDE (delay / interval (hrs)) | 0.00 | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 0.20 | 0.58 | 0.02 | 0.21 | 0.35 | 0.16 | 0.47 | 0.02 | 0.39 | 0.43 | 0.43 |
| Space Mean Speed (mph) | 73.4 | 61.3 | 74.3 | 64.6 | 65.9 | 73.4 | 63.4 | 74.4 | 63.8 | 65.2 | 71.9 |
| Travel Time Index | 1.02 | 1.22 | 1.01 | 1.16 | 1.14 | 1.02 | 1.18 | 1.01 | 1.18 | 1.15 | 1.04 |

- 1506:01 User default table settings loaded
- 1506:07 Analysis period 1 selected
- 1506:07 03 WB 2021 no Proj PM Scenario selected
- 1506:10 Analysis period 1 selected
- 1506:10 05 WB 2021 with Proj AM Scenario selected
- 1506:18 Analysis period 1 selected
- 1506:18 07 WB 2021 with Proj PM Scenario selected
- 1507:42 Analysis period 1 selected
- 1507:42 05 WB 2021 with Proj AM Scenario selected
- 1507:45 Analysis period 1 selected
- 1507:45 03 WB 2021 no Proj PM Scenario selected

Project Analyze Edit View Settings Toolbox Help

05 WB 2021 with Proj AM (PLATDM Prj) Seed

Global Input Fill Data Turn On Generate Delete Summary

ATDM Analysis Configure Delete Summary

Single Seed Scenario IO Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options In & Out GP Only Analysis Period (A.P.) Control A.P. 1:1 7:00 - 7:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 |
|-------------------------------------|---|--------|--------|--------|--------|--------|--------|--------|--------|---------|---------|
| General Purpose Segment Data | | | | | | | | | | | |
| General Purpose Segment Name | 1 off@EB 2 on@EB 3 on@EB 4 8 off@ 9 on@PC 10 on | | | | | | | | | | |
| General Purpose Segment Type | Basic Off Ramp Basic On Ramp On Ramp Basic Off Ramp Basic On Ramp On Ramp Basic | | | | | | | | | | |
| Segment Length (ft) | 5,280 | 1,500 | 2,200 | 1,200 | 1,500 | 4,300 | 1,500 | 2,100 | 1,600 | 1,500 | 5,280 |
| Terrain | | | | | | | | | | | |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| # of Lanes, Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Free Flow Speed (mph) | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Single Unit Truck and Bu | 3,539 | 3,539 | 2,191 | 2,439 | 3,366 | 3,366 | 3,366 | 2,424 | 2,500 | 3,402 | 3,402 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. F... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Spee... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | 1,200 300 1,200 200 200 1,200 1,200 | | | | | | | | | | |
| ONR Side | Right Right Right Right | | | | | | | | | | |
| # Lanes, ONR | 1 1 1 1 | | | | | | | | | | |
| ONR Queue Capacity (veh/m) | 50 50 50 50 | | | | | | | | | | |
| ONR Free Flow Speed (mph) | 45 45 45 45 | | | | | | | | | | |
| ONR Entering Dem. (vph) | 248 927 76 902 | | | | | | | | | | |
| ONR Single Unit Truck and Bus (%) | 2.00 2.00 2.00 2.00 | | | | | | | | | | |
| ONR Tractor Trailer (%) | 0.00 0.00 0.00 0.00 | | | | | | | | | | |
| ONR Metering Type | None None None None | | | | | | | | | | |
| ONR Metering Fixed Rate (vph) | | | | | | | | | | | |
| OFR Side | Right Right | | | | | | | | | | |
| # Lanes, OFR | 2 1 | | | | | | | | | | |
| OFR Free Flow Speed (mph) | 45 45 | | | | | | | | | | |
| OFR Exit Dem. (vph) | 1,348 942 | | | | | | | | | | |
| OFR Single Unit Truck and Bus (%) | 2.00 2.00 | | | | | | | | | | |
| OFR Tractor Trailer (%) | 0.00 0.00 | | | | | | | | | | |
| Weave Segment Ls (ft) | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment NW | | | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | | | | | | | | | | | |
| Processed Segment Type | Basic Off Ramp Basic On Ramp On Ramp Basic Off Ramp Basic On Ramp On Ramp Basic | | | | | | | | | | |
| Speed (mph) | 67.8 | 61.1 | 74.3 | 63.7 | 64.0 | 69.3 | 62.3 | 74.3 | 63.4 | 63.8 | 69.0 |
| Total Density (veh/m/ln) | 26.1 | 24.0 | 14.6 | 22.4 | 23.8 | 24.3 | 31.4 | 16.3 | 23.6 | 24.1 | 24.6 |
| Total Density (pc/m/ln) | 26.6 | 24.5 | 14.9 | 22.9 | 24.3 | 24.8 | 32.0 | 16.6 | 24.1 | 24.6 | 25.1 |
| Influence Area Density (pc/m/ln) | 24.5 22.9 24.3 32.0 24.1 24.6 | | | | | | | | | | |
| Adjusted Capacity (vph) | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 |
| Adjusted Mainline Dem. (vph) | 3,539 | 3,539 | 2,191 | 2,439 | 3,366 | 3,366 | 3,366 | 2,424 | 2,500 | 3,402 | 3,402 |
| D/C | 0.75 | 0.75 | 0.47 | 0.52 | 0.72 | 0.72 | 0.72 | 0.52 | 0.53 | 0.72 | 0.72 |
| Mainline Volume Served (vph) | 3,539 | 3,539 | 2,191 | 2,439 | 3,366 | 3,366 | 3,366 | 2,424 | 2,500 | 3,402 | 3,402 |
| V/C | 0.75 | 0.75 | 0.47 | 0.52 | 0.72 | 0.72 | 0.72 | 0.52 | 0.53 | 0.72 | 0.72 |
| Adjusted ONR Dem. (vph) | 248 927 76 902 | | | | | | | | | | |
| ONR Capacity (vph) | 2,059 2,059 2,059 2,059 | | | | | | | | | | |
| ONR Volume Served (vph) | 246 927 76 902 | | | | | | | | | | |
| ONR Avg RM Rate (vph) | | | | | | | | | | | |
| ONR Time RM Active (min) | 0.00 0.00 0.00 0.00 | | | | | | | | | | |
| Adjusted OFR Dem. (vph) | 1,348 942 | | | | | | | | | | |
| OFR Capacity (vph) | 4,118 2,059 942 | | | | | | | | | | |
| OFR Volume Served (vph) | 1,348 942 | | | | | | | | | | |
| Density Based LOS | D | C | B | C | C | C | D | B | C | C | C |
| Dem. Based LOS | | | | | | | | | | | |
| Mainline Queue Length (ft) | | | | | | | | | | | |
| Mainline Queue Length (%) | | | | | | | | | | | |
| ONR Queue (veh) | 0.85 0.28 0.34 0.21 0.27 0.70 0.27 0.32 0.29 0.27 0.87 | | | | | | | | | | |
| Actual Travel Time (min) | 0.80 | 0.23 | 0.33 | 0.18 | 0.23 | 0.65 | 0.23 | 0.32 | 0.24 | 0.23 | 0.80 |
| FFS Travel Time (min) | 0.08 | 0.05 | 0.00 | 0.03 | 0.04 | 0.05 | 0.05 | 0.00 | 0.04 | 0.04 | 0.07 |
| Mainline Delay (min) | 885 | 251 | 228 | 139 | 239 | 685 | 239 | 241 | 169 | 242 | 850 |
| VMTD (veh-miles / interval) | 885 | 251 | 228 | 139 | 239 | 685 | 239 | 241 | 169 | 242 | 850 |
| VMTV (veh-miles / interval) | 885 | 251 | 228 | 139 | 239 | 685 | 239 | 241 | 169 | 242 | 850 |
| PMTD (p-miles / interval) | 885 | 251 | 228 | 139 | 239 | 685 | 239 | 241 | 169 | 242 | 850 |
| PMTV (p-miles / interval) | 13.04 | 4.11 | 3.07 | 2.17 | 3.74 | 9.89 | 3.84 | 3.24 | 2.99 | 3.79 | 12.32 |
| VHT (travel / interval (hrs)) | 1.25 | 0.76 | 0.03 | 0.33 | 0.55 | 0.75 | 0.65 | 0.03 | 0.46 | 0.56 | 0.98 |
| VHD-M (delay / interval (hrs)) | 0.00 0.00 | | | | | | | | | | |
| VHD-A (delay / interval (hrs)) | 0.00 0.00 | | | | | | | | | | |
| VHD-Access (delay / interval (hrs)) | 0.00 0.00 | | | | | | | | | | |
| VHD-MDE (delay / interval (hrs)) | 0.00 0.00 | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 1.25 | 0.76 | 0.03 | 0.33 | 0.55 | 0.75 | 0.65 | 0.03 | 0.46 | 0.56 | 0.98 |
| Space Mean Speed (mph) | 67.8 | 61.1 | 74.3 | 63.7 | 64.0 | 69.3 | 62.3 | 74.3 | 63.4 | 63.8 | 69.0 |
| Travel Time Index | 1.11 | 1.23 | 1.01 | 1.18 | 1.17 | 1.08 | 1.20 | 1.01 | 1.18 | 1.17 | 1.09 |

15:57:31 User default table settings loaded
 15:57:36 Analysis period 1 selected
 15:57:36 05 WB 2021 with Proj AM
 Scenario selected

Project Analyze Edit View Settings Toolbox Help

Project: FREEVAL-2015e - Z:\Shared\Projects\P21090 Iron Point Apartments\US 50\FREEVAL\EB\06 EB 2021 with Proj AM Seed

Global Input Fill Data Turn On Generate Delete Summary Compare Delete Summary

Managed Lanes Reliability Analysis (RL) ATDM Analysis

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options Analysis Period (A.P.) Control

In & Out GP Only AP, 1/1 17:00 - 17:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 |
|--------------------------------------|--------|----------|--------|---------|---------|--------|----------|--------|---------|---------|---------|
| General Purpose Segment Data | 11 | | | | | | | | | | |
| General Purpose Segment Name | 12 | | | | | | | | | | |
| General Purpose Segment Type | 13 | | | | | | | | | | |
| Segment Length (ft) | 5,280 | 1,500 | 2,100 | 2,000 | 1,500 | 5,800 | 1,800 | 2,300 | 1,400 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Rolling | Rolling | Rolling |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 |
| # of Lanes: Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 |
| Free Flow Speed (mph) | 70 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 3,188 | 3,188 | 1,965 | 2,134 | 2,545 | 2,545 | 2,545 | 1,412 | 2,031 | 2,140 | 2,140 |
| Mainline Single Unit Truck and Bu... | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Spee... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | | 400 | | 600 | 900 | | 1,800 | | 1,400 | 1,400 | |
| ONR Side | | | | Right | Right | | | | Right | Right | |
| # Lanes: ONR | | | | 1 | 1 | | | | 1 | 1 | |
| ONR Queue Capacity (veh/m) | | | | 50 | 50 | | | | 50 | 50 | |
| ONR Free Flow Speed (mph) | | | | 45 | 45 | | | | 45 | 45 | |
| ONR/Entering Dem. (vph) | | | | 169 | 411 | | | | 619 | 109 | |
| ONR Single Unit Truck and Bus (%) | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | |
| ONR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| ONR Metering Type | | | | None | None | | | | None | None | |
| ONR Metering Fixed Rate (vph) | | | | | | | | | | | |
| OFR Side | | Right | | | | | Right | | | | |
| # Lanes: OFR | | 1 | | | | | 2 | | | | |
| OFR Free Flow Speed (mph) | | 45 | | | | | 45 | | | | |
| OFR/Exit Dem. (vph) | | 1,223 | | | | | 1,133 | | | | |
| OFR Single Unit Truck and Bus (%) | | 2.00 | | | | | 2.00 | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment Ls (ft) | | | | | | | | | | | |
| Weave Segment LCRF | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment HW | | | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | | | | | | | | | | | |
| Processad Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | ONR-B | On Ramp | Basic |
| Speed (mph) | 67.9 | 58.5 | 69.4 | 61.8 | 61.8 | 74.0 | 61.7 | 74.5 | 75.0 | 70.1 | 75.0 |
| Total Density (veh/mile) | 23.5 | 28.1 | 14.0 | 18.2 | 19.5 | 17.2 | 10.2 | 9.4 | 9.0 | 10.2 | 9.5 |
| Total Density (pc/mile) | 23.9 | 28.6 | 14.3 | 18.8 | 19.9 | 17.5 | 10.4 | 9.6 | 9.3 | 10.5 | 9.8 |
| Influence Area Density (pc/mile) | | 28.6 | | 18.6 | 19.9 | | 10.4 | | 0.0 | 7.6 | |
| Adjusted Capacity (vph) | 4,708 | 4,708 | 4,708 | 4,708 | 4,708 | 4,708 | 4,708 | 4,708 | 6,990 | 6,990 | 6,990 |
| Adjusted Mainline Dem. (vph) | 3,188 | 3,188 | 1,965 | 2,134 | 2,545 | 2,545 | 2,545 | 1,412 | 2,031 | 2,140 | 2,140 |
| D/C | 0.68 | 0.68 | 0.42 | 0.45 | 0.54 | 0.54 | 0.54 | 0.30 | 0.29 | 0.31 | 0.31 |
| Mainline Volume Served (vph) | 3,188 | 3,188 | 1,965 | 2,134 | 2,545 | 2,545 | 2,545 | 1,412 | 2,031 | 2,140 | 2,140 |
| V/C | 0.68 | 0.68 | 0.42 | 0.45 | 0.54 | 0.54 | 0.54 | 0.30 | 0.29 | 0.31 | 0.31 |
| Adjusted ONR Dem. (vph) | | | | 169 | 411 | | | | 619 | 109 | |
| ONR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,039 | 2,039 | |
| ONR Volume Served (vph) | | | | 169 | 411 | | | | 619 | 109 | |
| ONR Avg RM Rate (vph) | | | | | | | | | | | |
| ONR Time RM Active (min) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted OFR Dem. (vph) | | 1,223 | | | | | 1,133 | | | | |
| OFR Capacity (vph) | | 2,059 | | | | | 4,118 | | | | |
| OFR Volume Served (vph) | | 1,223 | | | | | 1,133 | | | | |
| Density Based LOS | C | D | B | B | B | B | B | A | A | A | A |
| Dam Based LOS | | | | | | | | | | | |
| Mainline Queue Length (ft) | | | | | | | | | | | |
| Mainline Queue Length (%) | | | | | | | | | | | |
| ONR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.88 | 0.29 | 0.34 | 0.37 | 0.28 | 0.89 | 0.33 | 0.35 | 0.21 | 0.24 | 0.80 |
| FFS Travel Time (min) | 0.86 | 0.24 | 0.34 | 0.32 | 0.24 | 0.88 | 0.27 | 0.35 | 0.21 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.03 | 0.05 | 0.00 | 0.04 | 0.03 | 0.01 | 0.06 | 0.00 | 0.00 | 0.02 | 0.00 |
| VMTD (veh-miles / interval) | 797 | 226 | 195 | 202 | 181 | 699 | 217 | 154 | 135 | 152 | 535 |
| VMTV (veh-miles / interval) | 797 | 226 | 195 | 202 | 181 | 699 | 217 | 154 | 135 | 152 | 535 |
| PMTD (p-miles / interval) | 797 | 226 | 195 | 202 | 181 | 699 | 217 | 154 | 135 | 152 | 535 |
| PMTV (p-miles / interval) | 797 | 226 | 195 | 202 | 181 | 699 | 217 | 154 | 135 | 152 | 535 |
| VHT (travel / interval (hrs)) | 11.74 | 3.87 | 2.82 | 3.28 | 2.92 | 9.44 | 3.51 | 2.06 | 1.80 | 2.17 | 7.14 |
| VHD-M (delay / interval (hrs)) | 0.35 | 0.64 | 0.03 | 0.40 | 0.34 | 0.12 | 0.62 | 0.01 | 0.00 | 0.14 | 0.00 |
| VHD-R (delay / interval (hrs)) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval (hrs)) | | | | | | | | | | | |
| VHD MDE (delay / interval (hrs)) | 0.00 | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 0.35 | 0.64 | 0.03 | 0.40 | 0.34 | 0.12 | 0.62 | 0.01 | 0.00 | 0.14 | 0.00 |
| Space Mean Speed (mph) | 67.9 | 58.5 | 69.4 | 61.8 | 61.8 | 74.0 | 61.7 | 74.5 | 75.0 | 70.1 | 75.0 |
| Travel Time Index | 1.03 | 1.20 | 1.01 | 1.14 | 1.13 | 1.01 | 1.21 | 1.01 | 1.00 | 1.07 | 1.00 |

Project Analyze Edit View Settings Toolbox Help

FreeVal-2015e - Z:\Shared\Projects\21090 Iron Point Apartments\US 50\FREEVAL\WB\UPDATE\07 WB 2021 with Proj PM.mxd

ATDM Analysis

Global Input Fill Data Turn On Generate Delete Summary Configure Delete Summary

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options In & Out GP Only AP: 1/1 7:00 - 7:15 First Last Jump To

| Segment | Seg 1 | Seg 2 | Seg 3 | Seg 4 | Seg 5 | Seg 6 | Seg 7 | Seg 8 | Seg 9 | Seg 10 | Seg 11 |
|-------------------------------------|---|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| General Purpose Segment Data | | | | | | | | | | | |
| General Purpose Segment Name | 1 off@EB 2 on@EB 3 on@EB 4 8 off@ 9 on@PC 10 on Basic | | | | | | | | | | |
| General Purpose Segment Type | Basic Off Ramp Basic On Ramp On Ramp Basic Off Ramp Basic On Ramp On Ramp Basic | | | | | | | | | | |
| Segment Length (ft) | 5,280 | 1,500 | 2,200 | 1,200 | 1,500 | 4,300 | 1,500 | 2,100 | 1,600 | 1,500 | 5,280 |
| Terrain | Level Level Level Level Level Level Level Level Level Level Level | | | | | | | | | | |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| # of Lanes, Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Free Flow Speed (mph) | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Single Unit Truck and Bu. | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. F. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Spee. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | 1,200 | | 300 | | 1,200 | | 300 | | 200 | | 1,200 |
| ONR Side | Right | | Right | | Right | | Right | | Right | | Right |
| # Lanes, ONR | 2 | | 1 | | 1 | | 1 | | 1 | | 1 |
| ONR Queue Capacity (veh/mi) | 50 | | 50 | | 50 | | 50 | | 50 | | 50 |
| ONR Free Flow Speed (mph) | 45 | | 45 | | 45 | | 45 | | 45 | | 45 |
| ONR/Entering Dem. (vph) | 274 | | 987 | | 74 | | 892 | | 74 | | 892 |
| ONR Single Unit Truck and Bus (%) | 2.00 | | 2.00 | | 2.00 | | 2.00 | | 2.00 | | 2.00 |
| ONR Tractor Trailer (%) | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| ONR Metering Type | None | | None | | None | | None | | None | | None |
| ONR Metering Fixed Rate (vph) | 200 | | 200 | | 200 | | 200 | | 200 | | 200 |
| OFR Side | Right | | Right | | Right | | Right | | Right | | Right |
| # Lanes, OFR | 2 | | 1 | | 1 | | 1 | | 1 | | 1 |
| OFR Free Flow Speed (mph) | 45 | | 45 | | 45 | | 45 | | 45 | | 45 |
| OFR/Exit Dem. (vph) | 1,286 | | 582 | | 582 | | 582 | | 582 | | 582 |
| OFR Single Unit Truck and Bus (%) | 2.00 | | 2.00 | | 2.00 | | 2.00 | | 2.00 | | 2.00 |
| OFR Tractor Trailer (%) | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Weave Segment LS (ft) | | | | | | | | | | | |
| Weave Segment LCRP | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | | | | | | | | | | | |
| Processed Segment Type | Basic Off Ramp Basic On Ramp On Ramp Basic Off Ramp Basic On Ramp On Ramp Basic | | | | | | | | | | |
| Speed (mph) | 73.3 | 61.3 | 74.3 | 64.6 | 65.9 | 73.4 | 63.4 | 74.4 | 63.8 | 65.0 | 71.4 |
| Total Density (veh/mi/m) | 18.6 | 17.0 | 9.6 | 16.8 | 18.6 | 18.4 | 26.6 | 14.1 | 21.2 | 21.6 | 21.6 |
| Total Density (pc/mi/m) | 19.0 | 17.4 | 9.8 | 17.1 | 19.0 | 18.8 | 26.1 | 14.4 | 21.6 | 22.1 | 22.0 |
| Influence Area Density (pc/mi/m) | 17.4 17.4 17.1 19.0 26.1 26.1 21.6 22.1 | | | | | | | | | | |
| Adjusted Capacity (vph) | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 |
| Adjusted Mainline Dem. (vph) | 2,725 | 2,725 | 1,439 | 1,713 | 2,700 | 2,700 | 2,700 | 2,118 | 2,192 | 3,084 | 3,084 |
| D/C | 0.58 | 0.58 | 0.31 | 0.36 | 0.57 | 0.57 | 0.57 | 0.45 | 0.47 | 0.66 | 0.66 |
| Mainline Volume Served (vph) | 2,725 | 2,725 | 1,439 | 1,713 | 2,700 | 2,700 | 2,700 | 2,118 | 2,192 | 3,084 | 3,084 |
| V/C | 0.58 | 0.58 | 0.31 | 0.36 | 0.57 | 0.57 | 0.57 | 0.45 | 0.47 | 0.66 | 0.66 |
| Adjusted ONR Dem. (vph) | 274 | | 987 | | 74 | | 892 | | 74 | | 892 |
| OFR Capacity (vph) | 2,059 | | 2,059 | | 2,059 | | 2,059 | | 2,059 | | 2,059 |
| ONR Volume Served (vph) | 274 | | 987 | | 74 | | 892 | | 74 | | 892 |
| ONR Avg PM Rate (vph) | | | | | | | | | | | |
| ONR Time PM Active (min) | | | | | | | | | | | |
| Adjusted OFR Dem. (vph) | 1,286 | | 582 | | 582 | | 582 | | 582 | | 582 |
| OFR Capacity (vph) | 4,118 | | 2,059 | | 2,059 | | 2,059 | | 2,059 | | 2,059 |
| OFR Volume Served (vph) | 1,286 | | 582 | | 582 | | 582 | | 582 | | 582 |
| Density Based LOS | C | | B | | A | | B | | C | | C |
| Dem. Based LOS | C | | B | | A | | B | | C | | C |
| Mainline Queue Length (ft) | | | | | | | | | | | |
| Mainline Queue Length (%) | | | | | | | | | | | |
| ONR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.82 | 0.28 | 0.34 | 0.21 | 0.26 | 0.67 | 0.27 | 0.32 | 0.28 | 0.26 | 0.84 |
| FFS Travel Time (min) | 0.80 | 0.23 | 0.33 | 0.18 | 0.23 | 0.65 | 0.23 | 0.32 | 0.24 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.02 | 0.05 | 0.00 | 0.03 | 0.03 | 0.01 | 0.04 | 0.00 | 0.04 | 0.04 | 0.04 |
| VMTD (veh-miles / interval) | 681 | 194 | 150 | 97 | 192 | 550 | 192 | 211 | 166 | 219 | 771 |
| VMTV (veh-miles / interval) | 681 | 194 | 150 | 97 | 192 | 550 | 192 | 211 | 166 | 219 | 771 |
| PMTD (p-miles / interval) | 681 | 194 | 150 | 97 | 192 | 550 | 192 | 211 | 166 | 219 | 771 |
| PMTV (p-miles / interval) | 681 | 194 | 150 | 97 | 192 | 550 | 192 | 211 | 166 | 219 | 771 |
| VHT (travel / interval (hrs)) | 9.29 | 3.16 | 2.02 | 1.51 | 2.91 | 7.49 | 3.02 | 2.83 | 2.60 | 3.37 | 10.80 |
| VHD-M (delay / interval (hrs)) | 0.21 | 0.58 | 0.02 | 0.21 | 0.35 | 0.16 | 0.47 | 0.02 | 0.39 | 0.45 | 0.52 |
| VHD-R (delay / interval (hrs)) | 0.00 0.00 | | | | | | | | | | |
| VHD-Access (delay / interval (hrs)) | 0.00 0.00 | | | | | | | | | | |
| VHD-MDE (delay / interval (hrs)) | 0.00 0.00 | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 0.21 | 0.58 | 0.02 | 0.21 | 0.35 | 0.16 | 0.47 | 0.02 | 0.39 | 0.45 | 0.52 |
| Space Mean Speed (mph) | 73.3 | 61.3 | 74.3 | 64.6 | 65.9 | 73.4 | 63.4 | 74.4 | 63.8 | 65.0 | 71.4 |
| Travel Time Index | 1.02 | 1.22 | 1.01 | 1.16 | 1.14 | 1.02 | 1.18 | 1.01 | 1.18 | 1.15 | 1.05 |

- 1506:01 User default table settings loaded
- 1506:07 03 WB 2021 no Proj PM Scenario selected
- 1506:10 Analysis period 1 selected
- 1506:10 05 WB 2021 with Proj AM Scenario selected
- 1506:18 Analysis period 1 selected
- 1506:18 07 WB 2021 with Proj PM Scenario selected
- 1507:42 Analysis period 1 selected
- 1507:42 05 WB 2021 with Proj AM Scenario selected
- 1507:45 Analysis period 1 selected
- 1507:45 03 WB 2021 no Proj PM Scenario selected
- 1509:37 Analysis period 1 selected
- 1509:37 05 WB 2021 with Proj AM Scenario selected
- 1509:59 Analysis period 1 selected
- 1509:59 07 WB 2021 with Proj PM Scenario selected

Project: FREEVAL-2015e - Z:\Shared\Projects\P21090 Iron Point Apartments\US 50\FREEVAL\EB\08 EB 2021 with Proj PM.sxd

Global Input | Fill Data | Turn On | Generate | Delete | Summary | Compare | Delete | Summary

Table Display Options: In & Out | GP Only | AP: 1/1 | 17:00 - 17:15 | First | Last | Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 |
|--------------------------------------|--------|----------|--------|---------|---------|--------|----------|---------|---------|---------|---------|
| General Purpose Segment Data | 11 | | | | | | | | | | |
| General Purpose Segment Name | 12 | | | | | | | | | | |
| General Purpose Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,100 | 2,000 | 1,500 | 5,800 | 1,800 | 2,300 | 1,400 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Rolling | Rolling | Rolling | Rolling |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 |
| # of Lanes: Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 |
| Free Flow Speed (mph) | 70 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 3,471 | 3,471 | 2,587 | 2,705 | 3,240 | 3,240 | 3,240 | 1,832 | 3,034 | 3,214 | 3,214 |
| Mainline Single Unit Truck and Bu... | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. F... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Spee... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | | 400 | | 600 | 900 | | 1,800 | | 1,400 | 1,400 | |
| ONR Side | | | | Right | Right | | | | Right | Right | |
| # Lanes: ONR | | | | 1 | 1 | | | | 1 | 1 | |
| ONR Queue Capacity (veh/m) | | | | 50 | 50 | | | | 50 | 50 | |
| ONR Free Flow Speed (mph) | | | | 45 | 45 | | | | 45 | 45 | |
| ONR/Entering Dem. (vph) | | | | 118 | 535 | | | | 1,202 | 180 | |
| ONR Single Unit Truck and Bus (%) | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | |
| ONR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| ONR Metering Type | | | | None | None | | | | None | None | |
| ONR Metering Fixed Rate (vph) | | | | | | | | | | | |
| OFR Side | | Right | | | | | Right | | | | |
| # Lanes: OFR | | 1 | | | | | 2 | | | | |
| OFR Free Flow Speed (mph) | | 45 | | | | | 45 | | | | |
| OFR/Exit Dem. (vph) | | 884 | | | | | 1,408 | | | | |
| OFR Single Unit Truck and Bus (%) | | 2.00 | | | | | 2.00 | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment Ls (ft) | | | | | | | | | | | |
| Weave Segment LCRF | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | | | | | | | | | | | |
| Process Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | ONR-B | On Ramp | Basic |
| Speed (mph) | 66.2 | 59.4 | 69.4 | 60.8 | 60.3 | 70.3 | 60.9 | 74.5 | 75.0 | 69.2 | 74.9 |
| Total Density (veh/mile) | 26.2 | 30.5 | 18.5 | 22.7 | 24.9 | 23.0 | 16.2 | 12.2 | 13.5 | 15.5 | 14.3 |
| Total Density (pc/mile) | 26.7 | 31.1 | 18.9 | 23.2 | 25.4 | 23.5 | 16.5 | 12.5 | 13.9 | 15.9 | 14.7 |
| Influence Area Density (pc/mile) | | 31.1 | | 23.2 | 25.4 | | 16.5 | | 0.0 | 13.1 | |
| Adjusted Capacity (vph) | 4,708 | 4,708 | 4,708 | 4,708 | 4,708 | 4,708 | 4,708 | 4,708 | 6,990 | 6,990 | 6,990 |
| Adjusted Mainline Dem. (vph) | 3,471 | 3,471 | 2,587 | 2,705 | 3,240 | 3,240 | 3,240 | 1,832 | 3,034 | 3,214 | 3,214 |
| D/C | 0.74 | 0.74 | 0.55 | 0.57 | 0.69 | 0.69 | 0.69 | 0.39 | 0.43 | 0.46 | 0.46 |
| Mainline Volume Served (vph) | 3,471 | 3,471 | 2,587 | 2,705 | 3,240 | 3,240 | 3,240 | 1,832 | 3,034 | 3,214 | 3,214 |
| V/C | 0.74 | 0.74 | 0.55 | 0.57 | 0.69 | 0.69 | 0.69 | 0.39 | 0.43 | 0.46 | 0.46 |
| Adjusted ONR Dem. (vph) | | | | 118 | 535 | | | | 1,202 | 180 | |
| ONR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,039 | 2,039 | |
| ONR Volume Served (vph) | | | | 118 | 535 | | | | 1,202 | 180 | |
| ONR Avg RM Rate (vph) | | | | | | | | | | | |
| ONR Time RM Active (min) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted OFR Dem. (vph) | | 884 | | | | | 1,408 | | | | |
| OFR Capacity (vph) | | 2,059 | | | | | 4,118 | | | | |
| OFR Volume Served (vph) | | 884 | | | | | 1,408 | | | | |
| Density Based LOS | D | D | C | C | C | C | B | B | B | B | B |
| Dam Based LOS | | | | | | | | | | | |
| Mainline Queue Length (ft) | | | | | | | | | | | |
| Mainline Queue Length (%) | | | | | | | | | | | |
| ONR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.91 | 0.29 | 0.34 | 0.37 | 0.28 | 0.94 | 0.34 | 0.35 | 0.21 | 0.25 | 0.80 |
| FFS Travel Time (min) | 0.86 | 0.24 | 0.34 | 0.32 | 0.24 | 0.88 | 0.27 | 0.35 | 0.21 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.05 | 0.04 | 0.00 | 0.05 | 0.04 | 0.06 | 0.06 | 0.00 | 0.00 | 0.02 | 0.00 |
| VMTD (veh-miles / interval) | 868 | 247 | 257 | 256 | 230 | 890 | 276 | 200 | 201 | 228 | 804 |
| VMTV (veh-miles / interval) | 868 | 247 | 257 | 256 | 230 | 890 | 276 | 200 | 201 | 228 | 804 |
| PMTD (p-miles / interval) | 868 | 247 | 257 | 256 | 230 | 890 | 276 | 200 | 201 | 228 | 804 |
| PMTV (p-miles / interval) | 868 | 247 | 257 | 256 | 230 | 890 | 276 | 200 | 201 | 228 | 804 |
| VHT (travel / interval (hrs)) | 13.10 | 4.15 | 3.71 | 4.21 | 3.82 | 12.66 | 4.53 | 2.68 | 3.30 | 3.30 | 10.73 |
| VHD-M (delay / interval (hrs)) | 0.70 | 0.63 | 0.03 | 0.55 | 0.53 | 0.79 | 0.85 | 0.02 | 0.00 | 0.25 | 0.02 |
| VHD-R (delay / interval (hrs)) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval (hrs)) | | | | | | | | | | | |
| VHD MDE (delay / interval (hrs)) | 0.00 | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 0.70 | 0.63 | 0.03 | 0.55 | 0.53 | 0.79 | 0.85 | 0.02 | 0.00 | 0.25 | 0.02 |
| Space Mean Speed (mph) | 86.2 | 59.4 | 69.4 | 60.8 | 60.3 | 70.3 | 60.9 | 74.5 | 75.0 | 69.2 | 74.9 |
| Travel Time Index | 1.06 | 1.18 | 1.01 | 1.15 | 1.16 | 1.07 | 1.23 | 1.01 | 1.00 | 1.08 | 1.00 |

Project: FREEVAL-2015e - Z:\Shared\Projects\P21090 Iron Point Apartments\US 50\FREEVAL\WB\09 WB 2026 no Proj AM Seed

Global Input | Fill Data | Turn On | Generate | Delete | Summary | Configure | Delete | Summary

Single Seed/Scenario ID | Compare | Result Contours | Analysis Period Summary | Segment & Facility Summary

Table Display Options: In & Out | GP Only | Analysis Period (A.P.) Control: A.P. 1/1 | 7:00 - 7:15 | First | Last | Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 |
|-----------------------------------|----------|----------|--------|---------|---------|--------|----------|--------|---------|---------|---------|
| General Purpose Seg | 1 off@EB | | | 2 on@EB | 3 on@EB | 4 | 8 off@ | | 9 on@PC | 10 on | |
| General Purpose Seg | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 2,640 | 2,200 | 1,200 | 2,640 | 4,200 | 2,640 | 2,640 | 1,600 | 2,640 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Truck-PC Equivalent | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| # of Lanes - Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Free Flow Speed (mph) | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 3,702 | 3,702 | 2,259 | 2,635 | 3,562 | 3,562 | 3,562 | 2,512 | 2,689 | 3,581 | 3,581 |
| Mainline Single Unit Tr | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Cap. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length | | 1,200 | | 300 | 1,200 | | 200 | | 200 | 1,200 | |
| CFR Side | | | | Right | Right | | | | Right | Right | |
| # Lanes - CFR | | | | 1 | 1 | | | | 1 | 1 | |
| CFR Queue Capacity (v) | | | | 50 | 50 | | | | 50 | 50 | |
| CFR Free Flow Speed | | | | 45 | 45 | | | | 45 | 45 | |
| CFR Entering Dem. (v) | | | | 376 | 927 | | | | 177 | 892 | |
| CFR Single Unit Truck | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | |
| CFR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| CFR Metering Type | | | | None | None | | | | None | None | |
| CFR Metering Fixed R. | | | | | | | | | | | |
| CFR Side | | Right | | | | | Right | | | | |
| # Lanes - CFR | | 2 | | | | | 1 | | | | |
| CFR Free Flow Speed | | 45 | | | | | 45 | | | | |
| CFR Ext Dem. (vph) | | 1,443 | | | | | 1,050 | | | | |
| CFR Single Unit Truck | | 2.00 | | | | | 2.00 | | | | |
| CFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment LS (ft) | | | | | | | | | | | |
| Weave Segment LCRF | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Ramp to Ramp Dem. (v) | | | | | | | | | | | |
| Processed Segment T | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Speed (mph) | 66.3 | 60.8 | 74.7 | 63.4 | 63.1 | 67.6 | 62.0 | 74.1 | 63.0 | 63.0 | 67.5 |
| Total Density (veh/mi) | 27.9 | 25.4 | 15.1 | 23.9 | 25.3 | 26.3 | 33.0 | 16.9 | 25.0 | 25.5 | 26.5 |
| Total Density (pc/mi) | 28.5 | 25.9 | 15.4 | 24.4 | 25.9 | 26.9 | 33.7 | 17.3 | 25.5 | 26.0 | 27.1 |
| Influence Area Density | | 25.9 | | 24.4 | 25.9 | | 33.7 | | 25.5 | 26.0 | |
| Adjusted Capacity (vph) | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 |
| Adjusted Mainline Dem. | 3,702 | 3,702 | 2,259 | 2,635 | 3,562 | 3,562 | 3,562 | 2,512 | 2,689 | 3,581 | 3,581 |
| D/C | 0.79 | 0.79 | 0.48 | 0.56 | 0.76 | 0.76 | 0.76 | 0.53 | 0.57 | 0.76 | 0.76 |
| Mainline Volume Served | 3,702 | 3,702 | 2,259 | 2,635 | 3,562 | 3,562 | 3,562 | 2,512 | 2,689 | 3,581 | 3,581 |
| VC | 0.79 | 0.79 | 0.48 | 0.56 | 0.76 | 0.76 | 0.76 | 0.53 | 0.57 | 0.76 | 0.76 |
| Adjusted ONR Dem. (v) | | | | 376 | 927 | | | | 177 | 892 | |
| ONR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,059 | 2,059 | |
| ONR Volume Served (v) | | | | 376 | 927 | | | | 177 | 892 | |
| ONR Avg RM Rate (vph) | | | | | | | | | | | |
| ONR Time RM Active (v) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted CFR Dem. (v) | | 1,443 | | | | | 1,050 | | | | |
| CFR Capacity (vph) | | 4,118 | | | | | 2,059 | | | | |
| CFR Volume Served (v) | | 1,443 | | | | | 1,050 | | | | |
| Density Based LOS | D | C | B | C | C | D | D | B | C | C | D |
| Dem. Based LOS | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | |
| CFR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.91 | 0.49 | 0.33 | 0.22 | 0.48 | 0.71 | 0.48 | 0.40 | 0.29 | 0.48 | 0.89 |
| FFS Travel Time (min) | 0.80 | 0.40 | 0.33 | 0.18 | 0.40 | 0.64 | 0.40 | 0.40 | 0.24 | 0.40 | 0.80 |
| Mainline Delay (min) | 0.11 | 0.09 | 0.00 | 0.03 | 0.08 | 0.07 | 0.08 | 0.00 | 0.05 | 0.08 | 0.09 |
| VMTD (veh-miles / interval) | 926 | 463 | 235 | 150 | 445 | 708 | 445 | 314 | 204 | 448 | 895 |
| PHMTD (p-miles / interval) | 926 | 463 | 235 | 150 | 445 | 708 | 445 | 314 | 204 | 448 | 895 |
| PHITV (p-miles / interval) | 926 | 463 | 235 | 150 | 445 | 708 | 445 | 314 | 204 | 448 | 895 |
| VHT (travel / interval (h)) | 13.96 | 7.61 | 3.15 | 2.36 | 7.06 | 10.47 | 7.18 | 4.24 | 3.23 | 7.10 | 13.27 |
| VHD-M (delay / interval) | 1.62 | 1.44 | 0.01 | 0.36 | 1.12 | 1.03 | 1.25 | 0.05 | 0.52 | 1.14 | 1.34 |
| VHD-R (delay / interval) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval) | | | | | | | | | | | |
| VHD-MDE (delay / interval) | 0.00 | | | | | | | | | | |
| VHD (delay / interval / interval) | 1.62 | 1.44 | 0.01 | 0.36 | 1.12 | 1.03 | 1.25 | 0.05 | 0.52 | 1.14 | 1.34 |
| Space Mean Speed (m) | 66.3 | 60.8 | 74.7 | 63.4 | 63.1 | 67.6 | 62.0 | 74.1 | 63.0 | 63.0 | 67.5 |
| Travel Time Index | 1.13 | 1.23 | 1.00 | 1.18 | 1.19 | 1.11 | 1.21 | 1.01 | 1.19 | 1.19 | 1.11 |

- with Proj AM Scenario selected
- 18:30:53 Analysis period 1 selected
- 18:30:53 19 WB 2035 no Proj PM Scenario selected
- 18:32:06 Analysis period 1 selected
- 18:32:06 17 WB 2035 no Proj AM Scenario selected
- 18:33:22 Analysis period 1 selected
- 18:33:23 15 WB 2026 with Proj PM Scenario selected
- 18:34:03 Analysis period 1 selected
- 18:34:03 13 WB 2026 with Proj AM Scenario selected
- 18:34:49 Analysis period 1 selected
- 18:34:49 11 WB 2026 no Proj PM Scenario selected
- 18:35:37 Analysis period 1 selected
- 18:35:37 09 WB 2026 no Proj AM Scenario selected

Project Analyze Edit View Settings Toolbox Help

Project: FREEVAL-2015e - Z:\Shared\Projects\P21090 Iron Point Apartments\US 50\FREEVAL\WB\11 WB 2026 no Proj PM Seed

Global Input Fill Data Turn On Managed Lanes Reliability Analysis (RL) Generate Delete Summary ATMN Analysis Configure Delete Summary

Single Seed Scenario ID: 01 WB 2021 no Proj AM, 03 WB 2021 no Proj AM, 05 WB 2021 with Proj AM, 07 WB 2021 with Proj AM, 09 WB 2026 no Proj AM, 11 WB 2026 no Proj PM, 13 WB 2026 with Proj AM, 15 WB 2026 with Proj PM, 17 WB 2026 no Proj AM, 19 WB 2026 no Proj PM, 21 WB 2026 with Proj AM, 23 WB 2026 with Proj PM

Table Display Options: In & Out, GP Only

Analysis Period (A.P.) Control: A.P. 3/1, 7:00 - 7:15, First, Last, Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 |
|-----------------------------|----------|----------|--------|---------|---------|--------|----------|--------|---------|---------|---------|
| General Purpose Seg | 1 off@EB | | | 2 on@EB | 3 on@EB | 4 | 8 off@ | | 9 on@PC | 10 on | |
| General Purpose Seg | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,200 | 1,200 | 1,500 | 4,300 | 1,500 | 2,100 | 1,600 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Truck-PC Equivalent | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| # of Lanes - Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Free Flow Speed (mph) | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 2,775 | 2,775 | 1,462 | 1,848 | 2,989 | 2,989 | 2,989 | 2,244 | 2,415 | 3,225 | 3,225 |
| Mainline Single Unit Tr | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Cap. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length | | 1,200 | | 300 | 1,200 | | 200 | | 200 | 1,200 | |
| OFR Side | | Right | | Right | Right | | | | Right | Right | |
| # Lanes - OFR | | 1 | | 1 | 1 | | | | 1 | 1 | |
| OFR Queue Capacity (v) | | | | 50 | 50 | | | | 50 | 50 | |
| OFR Free Flow Speed | | | | 45 | 45 | | | | 45 | 45 | |
| OFR Entering Dem. (v) | | | | 386 | 1,141 | | | | 171 | 810 | |
| OFR Single Unit Truck | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | |
| OFR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| OFR Metering Type | | | | None | None | | | | None | None | |
| OFR Metering Fixed R. | | | | | | | | | | | |
| OFR Side | | Right | | | | | Right | | | | |
| # Lanes - OFR | | 2 | | | | | 1 | | | | |
| OFR Free Flow Speed | | 45 | | | | | 45 | | | | |
| OFR Ext Dem. (vph) | | 1,313 | | | | | 745 | | | | |
| OFR Single Unit Truck | | 2.00 | | | | | 2.00 | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment LS (ft) | | | | | | | | | | | |
| Weave Segment LCRF | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment NW | | | | | | | | | | | |
| Ramp to Ramp Dem. (v) | | | | | | | | | | | |
| Processed Segment T | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Speed (mph) | 73.1 | 61.2 | 74.3 | 64.5 | 65.3 | 72.0 | 62.9 | 74.3 | 63.5 | 64.5 | 70.4 |
| Total Density (veh/mi) | 19.0 | 17.4 | 9.7 | 17.8 | 20.8 | 20.8 | 28.1 | 15.0 | 22.9 | 22.8 | 22.9 |
| Total Density (pc/mi) | 19.4 | 17.8 | 9.9 | 18.1 | 21.2 | 21.2 | 28.7 | 15.3 | 23.4 | 23.2 | 23.4 |
| Influence Area Density | | 17.8 | | 18.1 | 21.2 | | 28.7 | | 23.4 | 23.2 | |
| Adjusted Capacity (vph) | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 |
| Adjusted Mainline Dem. | 2,775 | 2,775 | 1,462 | 1,848 | 2,989 | 2,989 | 2,989 | 2,244 | 2,415 | 3,225 | 3,225 |
| D/C | 0.59 | 0.59 | 0.31 | 0.39 | 0.64 | 0.64 | 0.64 | 0.48 | 0.51 | 0.69 | 0.69 |
| Mainline Volume Served | 2,775 | 2,775 | 1,462 | 1,848 | 2,989 | 2,989 | 2,989 | 2,244 | 2,415 | 3,225 | 3,225 |
| V/C | 0.59 | 0.59 | 0.31 | 0.39 | 0.64 | 0.64 | 0.64 | 0.48 | 0.51 | 0.69 | 0.69 |
| Adjusted ONR Dem. (v) | | | | 386 | 1,141 | | | | 171 | 810 | |
| OFR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,059 | 2,059 | |
| OFR Volume Served (v) | | | | 386 | 1,141 | | | | 171 | 810 | |
| OFR Avg RM Rate (vph) | | | | | | | | | | | |
| OFR Time RM Active (h) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted OFR Dem. (v) | | 1,313 | | | | | 745 | | | | |
| OFR Capacity (vph) | | 4,118 | | | | | 2,059 | | | | |
| OFR Volume Served (v) | | 1,313 | | | | | 745 | | | | |
| Density Based LOS | C | B | A | B | C | C | D | B | C | C | C |
| Dem. Based LOS | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | |
| OFR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.82 | 0.28 | 0.34 | 0.21 | 0.28 | 0.68 | 0.27 | 0.32 | 0.29 | 0.26 | 0.85 |
| FFS Travel Time (min) | 0.80 | 0.23 | 0.33 | 0.18 | 0.23 | 0.65 | 0.23 | 0.32 | 0.24 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.02 | 0.05 | 0.00 | 0.03 | 0.03 | 0.03 | 0.04 | 0.00 | 0.04 | 0.04 | 0.05 |
| VHTD (veh-miles / int) | 694 | 197 | 152 | 105 | 212 | 609 | 212 | 223 | 183 | 229 | 806 |
| VHTV (veh-miles / interval) | 694 | 197 | 152 | 105 | 212 | 609 | 212 | 223 | 183 | 229 | 806 |
| PHITD (p-miles / interval) | 694 | 197 | 152 | 105 | 212 | 609 | 212 | 223 | 183 | 229 | 806 |
| PHITV (p-miles / interval) | 694 | 197 | 152 | 105 | 212 | 609 | 212 | 223 | 183 | 229 | 806 |
| VHT (travel / interval (h) | 9.49 | 3.22 | 2.05 | 1.63 | 3.25 | 8.46 | 3.37 | 3.00 | 2.88 | 3.55 | 11.45 |
| VHD-M (delay / interval) | 0.24 | 0.59 | 0.02 | 0.23 | 0.42 | 0.34 | 0.54 | 0.03 | 0.44 | 0.50 | 0.70 |
| VHD-R (delay / interval) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / i | | | | | | | | | | | |
| VHD-MDE (delay / inte | 0.00 | | | | | | | | | | |
| VHD (delay / interval i | 0.24 | 0.59 | 0.02 | 0.23 | 0.42 | 0.34 | 0.54 | 0.03 | 0.44 | 0.50 | 0.70 |
| Space Mean Speed (m | 73.1 | 81.2 | 74.3 | 64.5 | 65.3 | 72.0 | 62.9 | 74.3 | 63.5 | 64.5 | 70.4 |
| Travel Time Index | 1.03 | 1.23 | 1.01 | 1.16 | 1.15 | 1.04 | 1.19 | 1.01 | 1.18 | 1.16 | 1.07 |

- with Proj PM Scenario selected
- 18:30:09 Analysis period 1 selected
- 18:30:09 21 WB 2026 with Proj AM Scenario selected
- 18:30:53 Analysis period 1 selected
- 18:30:53 19 WB 2026 no Proj PM Scenario selected
- 18:32:06 Analysis period 1 selected
- 18:32:06 17 WB 2026 no Proj AM Scenario selected
- 18:33:22 Analysis period 1 selected
- 18:33:22 15 WB 2026 with Proj PM Scenario selected
- 18:34:03 Analysis period 1 selected
- 18:34:03 13 WB 2026 with Proj AM Scenario selected
- 18:34:49 Analysis period 1 selected
- 18:34:49 11 WB 2026 no Proj PM Scenario selected

Project Analyze Edit View Settings Toolbox Help

FreeVAL-2015e - Z:\Shared\Projects\P21090 Iron Point Apartments\US 50\FREEVAL\EB12 EB 2026 no Proj PMSeed

Global Input Fill Data Turn On Generate Delete Summary Compare Delete Summary

Managed Lanes Reliability Analysis (RL) ATDM Analysis

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options Analysis Period (A.P.) Control

In & Out GP Only AP, 1/1 17:00 - 17:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 |
|--------------------------------------|--------|----------|--------|---------|---------|--------|----------|--------|---------|---------|---------|
| General Purpose Segment Data | 11 | | | | | | | | | | |
| General Purpose Segment Name | 12 | | | | | | | | | | |
| General Purpose Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,100 | 2,000 | 1,500 | 5,800 | 1,800 | 2,300 | 1,400 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Rolling | Rolling | Rolling |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 |
| # of Lanes: Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 |
| Free Flow Speed (mph) | 70 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 3,717 | 3,717 | 2,612 | 2,825 | 3,364 | 3,364 | 3,364 | 1,848 | 3,045 | 3,370 | 3,370 |
| Mainline Single Unit Truck and Bu... | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. F... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Spee... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | | 400 | | 600 | 900 | | 1,800 | | 1,400 | 1,400 | |
| ONR Side | | | | Right | Right | | | | Right | Right | |
| # Lanes: ONR | | | | 1 | 1 | | | | 1 | 1 | |
| ONR Queue Capacity (veh/m) | | | | 50 | 50 | | | | 50 | 50 | |
| ONR Free Flow Speed (mph) | | | | 45 | 45 | | | | 45 | 45 | |
| ONR/Entering Dem. (vph) | | | | 213 | 539 | | | | 1,197 | 325 | |
| ONR Single Unit Truck and Bus (%) | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | |
| ONR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| ONR Metering Type | | | | None | None | | | | None | None | |
| ONR Metering Fixed Rate (vph) | | | | | | | | | | | |
| OFR Side | | Right | | | | | Right | | | | |
| # Lanes: OFR | | 1 | | | | | 2 | | | | |
| OFR Free Flow Speed (mph) | | 45 | | | | | 45 | | | | |
| OFR/Exit Dem. (vph) | | 1,105 | | | | | 1,516 | | | | |
| OFR Single Unit Truck and Bus (%) | | 2.00 | | | | | 2.00 | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment Ls (ft) | | | | | | | | | | | |
| Weave Segment LCRF | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCRR | | | | | | | | | | | |
| Weave Segment LRR | | | | | | | | | | | |
| Weave Segment HW | | | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | | | | | | | | | | | |
| Process Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | ONR-B | On Ramp | Basic |
| Speed (mph) | 64.4 | 58.8 | 69.4 | 60.6 | 59.9 | 69.3 | 60.6 | 74.5 | 75.0 | 69.0 | 74.7 |
| Total Density (veh/mile) | 28.9 | 32.6 | 18.7 | 23.6 | 25.0 | 24.3 | 17.2 | 12.3 | 13.5 | 16.3 | 15.0 |
| Total Density (pc/mile) | 29.4 | 33.3 | 19.1 | 24.1 | 26.3 | 24.7 | 17.6 | 12.6 | 13.9 | 16.8 | 15.5 |
| Influence Area Density (pc/mile) | | 33.3 | | 24.1 | 26.3 | | 17.6 | | 0.0 | 14.2 | |
| Adjusted Capacity (vph) | 4,708 | 4,708 | 4,708 | 4,708 | 4,708 | 4,708 | 4,708 | 4,708 | 6,990 | 6,990 | 6,990 |
| Adjusted Mainline Dem. (vph) | 3,717 | 3,717 | 2,612 | 2,825 | 3,364 | 3,364 | 3,364 | 1,848 | 3,045 | 3,370 | 3,370 |
| D/C | 0.79 | 0.79 | 0.56 | 0.60 | 0.71 | 0.71 | 0.71 | 0.39 | 0.44 | 0.48 | 0.48 |
| Mainline Volume Served (vph) | 3,717 | 3,717 | 2,612 | 2,825 | 3,364 | 3,364 | 3,364 | 1,848 | 3,045 | 3,370 | 3,370 |
| V/C | 0.79 | 0.79 | 0.56 | 0.60 | 0.71 | 0.71 | 0.71 | 0.39 | 0.44 | 0.48 | 0.48 |
| Adjusted ONR Dem. (vph) | | | | 213 | 539 | | | | 1,197 | 325 | |
| ONR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,039 | 2,039 | |
| ONR Volume Served (vph) | | | | 213 | 539 | | | | 1,197 | 325 | |
| ONR Avg RM Rate (vph) | | | | | | | | | | | |
| ONR Time RM Active (min) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted OFR Dem. (vph) | | 1,105 | | | | | 1,516 | | | | |
| OFR Capacity (vph) | | 2,059 | | | | | 4,118 | | | | |
| OFR Volume Served (vph) | | 1,105 | | | | | 1,516 | | | | |
| Density Based LOS | D | D | C | C | C | C | B | B | B | B | B |
| Dam Based LOS | | | | | | | | | | | |
| Mainline Queue Length (ft) | | | | | | | | | | | |
| Mainline Queue Length (%) | | | | | | | | | | | |
| ONR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.93 | 0.29 | 0.34 | 0.38 | 0.28 | 0.95 | 0.34 | 0.35 | 0.21 | 0.25 | 0.80 |
| FFS Travel Time (min) | 0.86 | 0.24 | 0.34 | 0.32 | 0.24 | 0.88 | 0.27 | 0.35 | 0.21 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.07 | 0.05 | 0.00 | 0.05 | 0.04 | 0.07 | 0.06 | 0.00 | 0.00 | 0.02 | 0.00 |
| VMTD (veh-miles / interval) | 929 | 264 | 260 | 268 | 239 | 924 | 287 | 201 | 202 | 239 | 842 |
| VMTV (veh-miles / interval) | 929 | 264 | 260 | 268 | 239 | 924 | 287 | 201 | 202 | 239 | 842 |
| PMTD (p-miles / interval) | 929 | 264 | 260 | 268 | 239 | 924 | 287 | 201 | 202 | 239 | 842 |
| PMTV (p-miles / interval) | 929 | 264 | 260 | 268 | 239 | 924 | 287 | 201 | 202 | 239 | 842 |
| VHT (travel / interval (hrs)) | 14.43 | 4.49 | 3.74 | 4.42 | 3.99 | 13.32 | 4.73 | 2.70 | 2.69 | 3.47 | 11.27 |
| VHD-M (delay / interval (hrs)) | 1.15 | 0.72 | 0.03 | 0.59 | 0.58 | 1.01 | 0.91 | 0.02 | 0.00 | 0.28 | 0.04 |
| VHD-R (delay / interval (hrs)) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval (hrs)) | | | | | | | | | | | |
| VHD MDE (delay / interval (hrs)) | 0.00 | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 1.15 | 0.72 | 0.03 | 0.59 | 0.58 | 1.01 | 0.91 | 0.02 | 0.00 | 0.28 | 0.04 |
| Space Mean Speed (mph) | 64.4 | 58.8 | 69.4 | 60.6 | 59.9 | 69.3 | 60.6 | 74.5 | 75.0 | 69.0 | 74.7 |
| Travel Time Index | 1.09 | 1.19 | 1.01 | 1.16 | 1.17 | 1.08 | 1.24 | 1.01 | 1.00 | 1.09 | 1.00 |

Project Analyze Edit View Settings Toolbox Help

ATDM Analysis

Global Input Fill Data Turn On Generate Delete Summary Configure Delete Summary

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options In & Out GP Only

Analysis Period (A.P.) Control A.P. 3/1 7:00 - 7:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 |
|-------------------------------|----------|----------|--------|---------|---------|--------|----------|--------|---------|---------|---------|
| General Purpose Seg | 1 off@EB | | | 2 on@EB | 3 on@EB | 4 | 8 off@ | | 9 on@PC | 10 on | |
| General Purpose Seg | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,200 | 1,200 | 1,500 | 4,300 | 1,500 | 2,100 | 1,600 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Truck-PC Equivalent | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| # of Lanes - Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Free Flow Speed (mph) | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 3,705 | 3,705 | 2,259 | 2,635 | 3,562 | 3,562 | 3,562 | 2,512 | 2,689 | 3,591 | 3,591 |
| Mainline Single Unit Tr | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Cap. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length | | 1,200 | | 300 | 1,200 | | 200 | | 200 | 1,200 | |
| OFR Side | | | | Right | Right | | | | Right | Right | |
| # Lanes - OFR | | | | 1 | 1 | | | | 1 | 1 | |
| OFR Queue Capacity (v) | | | | 50 | 50 | | | | 50 | 50 | |
| OFR Free Flow Speed | | | | 45 | 45 | | | | 45 | 45 | |
| OFR/Entering Dem. (v) | | | | 376 | 927 | | | | 177 | 902 | |
| OFR Single Unit Truck | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | |
| OFR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| OFR Metering Type | | | | None | None | | | | None | None | |
| OFR Metering Fixed R. | | | | | | | | | | | |
| OFR Side | | Right | | | | | Right | | | | |
| # Lanes - OFR | | 2 | | | | | 1 | | | | |
| OFR Free Flow Speed | | 45 | | | | | 45 | | | | |
| OFR/Ext Dem. (vph) | | 1,446 | | | | | 1,050 | | | | |
| OFR Single Unit Truck | | 2.00 | | | | | 2.00 | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment LS (ft) | | | | | | | | | | | |
| Weave Segment LCRF | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Ramp to Ramp Dem. (v) | | | | | | | | | | | |
| Processed Segment T | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Speed (mph) | 66.3 | 60.8 | 74.3 | 63.4 | 63.1 | 67.6 | 62.0 | 74.1 | 63.0 | 63.0 | 67.4 |
| Total Density (veh/mi) | 28.0 | 25.4 | 15.1 | 23.9 | 25.3 | 26.3 | 33.0 | 16.9 | 25.0 | 25.6 | 26.7 |
| Total Density (pc/mi) | 28.5 | 26.0 | 15.4 | 24.4 | 25.9 | 26.9 | 33.7 | 17.3 | 25.5 | 26.1 | 27.2 |
| Influence Area Density | | 26.0 | | 24.4 | 25.9 | | 33.7 | | 25.5 | 26.1 | |
| Adjusted Capacity (vph) | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 |
| Adjusted Mainline Dem. | 3,705 | 3,705 | 2,259 | 2,635 | 3,562 | 3,562 | 3,562 | 2,512 | 2,689 | 3,591 | 3,591 |
| D/C | 0.79 | 0.79 | 0.48 | 0.56 | 0.76 | 0.76 | 0.76 | 0.53 | 0.57 | 0.76 | 0.76 |
| Mainline Volume Served | 3,705 | 3,705 | 2,259 | 2,635 | 3,562 | 3,562 | 3,562 | 2,512 | 2,689 | 3,591 | 3,591 |
| VC | 0.79 | 0.79 | 0.48 | 0.56 | 0.76 | 0.76 | 0.76 | 0.53 | 0.57 | 0.76 | 0.76 |
| Adjusted ONR Dem. (v) | | | | 376 | 927 | | | | 177 | 902 | |
| OFR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,059 | 2,059 | |
| OFR Volume Served (v) | | | | 376 | 927 | | | | 177 | 902 | |
| OFR Avg RM Rate (vph) | | | | | | | | | | | |
| OFR Time RM Active (v) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted OFR Dem. (v) | | 1,446 | | | | | 1,050 | | | | |
| OFR Capacity (vph) | | 4,118 | | | | | 2,059 | | | | |
| OFR Volume Served (v) | | 1,446 | | | | | 1,050 | | | | |
| Density Based LOS | D | C | B | C | C | D | D | B | C | C | D |
| Dem. Based LOS | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | |
| OFR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.91 | 0.28 | 0.34 | 0.22 | 0.27 | 0.72 | 0.27 | 0.32 | 0.29 | 0.27 | 0.89 |
| FFS Travel Time (min) | 0.80 | 0.23 | 0.33 | 0.18 | 0.23 | 0.65 | 0.23 | 0.32 | 0.24 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.11 | 0.05 | 0.00 | 0.03 | 0.04 | 0.07 | 0.05 | 0.00 | 0.05 | 0.04 | 0.09 |
| VHTD (veh-miles / int) | 926 | 263 | 235 | 150 | 253 | 725 | 253 | 250 | 204 | 255 | 898 |
| VHTV (veh-miles / interval) | 926 | 263 | 235 | 150 | 253 | 725 | 253 | 250 | 204 | 255 | 898 |
| PHITD (p-miles / interval) | 926 | 263 | 235 | 150 | 253 | 725 | 253 | 250 | 204 | 255 | 898 |
| PHITV (p-miles / interval) | 926 | 263 | 235 | 150 | 253 | 725 | 253 | 250 | 204 | 255 | 898 |
| VHT (travel / interval (h)) | 13.98 | 4.33 | 3.17 | 2.36 | 4.01 | 10.72 | 4.08 | 3.37 | 3.23 | 4.05 | 13.33 |
| VHD-M (delay / interval) | 1.63 | 0.82 | 0.03 | 0.36 | 0.64 | 1.05 | 0.71 | 0.04 | 0.52 | 0.85 | 1.36 |
| VHD-R (delay / interval) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval) | | | | | | | | | | | |
| VHD-MCE (delay / interval) | | | | | | | | | | | |
| VHD (delay / interval) | 1.63 | 0.82 | 0.03 | 0.36 | 0.64 | 1.05 | 0.71 | 0.04 | 0.52 | 0.85 | 1.36 |
| Space Mean Speed (m) | 66.3 | 60.8 | 74.3 | 63.4 | 63.1 | 67.6 | 62.0 | 74.1 | 63.0 | 63.0 | 67.4 |
| Travel Time Index | 1.13 | 1.23 | 1.01 | 1.18 | 1.19 | 1.11 | 1.21 | 1.01 | 1.19 | 1.19 | 1.11 |

- with Proj AM Scenario selected
- 18:30:07 Analysis period 1 selected
- 18:30:07 23 WB 2035 with Proj PM Scenario selected
- 18:30:09 Analysis period 1 selected
- 18:30:09 21 WB 2035 with Proj AM Scenario selected
- 18:30:53 Analysis period 1 selected
- 18:30:53 19 WB 2035 no Proj PM Scenario selected
- 18:32:06 Analysis period 1 selected
- 18:32:06 17 WB 2035 no Proj AM Scenario selected
- 18:33:22 Analysis period 1 selected
- 18:33:23 15 WB 2035 with Proj PM Scenario selected
- 18:34:03 Analysis period 1 selected
- 18:34:03 13 WB 2035 with Proj AM Scenario selected

Project Analyze Edit View Settings Toolbox Help

ATDM Analysis

Global Input Fill Data Turn On Generate Delete Summary Compare Delete Summary

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options Analysis Period (A.P.) Control

In & Out GP Only AP, 1/1 17:00 - 17:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 |
|--------------------------------------|--------|----------|--------|---------|---------|--------|----------|--------|---------|---------|---------|
| General Purpose Segment Data | 11 | | | | | | | | | | |
| General Purpose Segment Name | 12 | | | | | | | | | | |
| General Purpose Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,100 | 2,000 | 1,500 | 5,800 | 1,800 | 2,300 | 1,400 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Rolling | Rolling | Rolling |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 |
| # of Lanes: Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 |
| Free Flow Speed (mph) | 70 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 3,402 | 3402 | 2047 | 2258 | 2702 | 2702 | 2702 | 1429 | 2048 | 2268 | 2288 |
| Mainline Single Unit Truck and Bu... | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. F... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Spee... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | | 400 | | 600 | 900 | | 1,800 | | 1,400 | 1,400 | |
| ONR Side | | | | Right | Right | | | | Right | Right | |
| # Lanes: ONR | | | | 1 | 1 | | | | 1 | 1 | |
| ONR Queue Capacity (veh/m) | | | | 50 | 50 | | | | 50 | 50 | |
| ONR Free Flow Speed (mph) | | | | 45 | 45 | | | | 45 | 45 | |
| ONR/Entering Dem. (vph) | | | | 211 | 444 | | | | 619 | 220 | |
| ONR Single Unit Truck and Bus (%) | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | |
| ONR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| ONR Metering Type | | | | None | None | | | | None | None | |
| ONR Metering Fixed Rate (vph) | | | | | | | | | | | |
| OFR Side | | Right | | | | | Right | | | | |
| # Lanes: OFR | | 1 | | | | | 2 | | | | |
| OFR Free Flow Speed (mph) | | 45 | | | | | 45 | | | | |
| OFR/Exit Dem. (vph) | | 1,355 | | | | | 1,273 | | | | |
| OFR Single Unit Truck and Bus (%) | | 2.00 | | | | | 2.00 | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment Ls (ft) | | | | | | | | | | | |
| Weave Segment LCRF | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCR | | | | | | | | | | | |
| Weave Segment LRR | | | | | | | | | | | |
| Weaver Segment HW | | | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | | | | | | | | | | | |
| Process Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | ONR-B | On Ramp | Basic |
| Speed (mph) | 66.7 | 58.2 | 69.4 | 61.4 | 61.6 | 73.4 | 61.3 | 74.5 | 75.0 | 69.9 | 75.0 |
| Total Density (veh/mile) | 25.5 | 29.9 | 14.6 | 19.2 | 20.7 | 18.4 | 11.5 | 9.5 | 9.1 | 10.8 | 10.1 |
| Total Density (pc/mile) | 28.0 | 30.5 | 14.9 | 19.6 | 21.1 | 18.8 | 11.8 | 9.7 | 9.4 | 11.1 | 10.4 |
| Influence Area Density (pc/mile) | | 30.5 | | 19.6 | 21.1 | | 11.8 | | 0.0 | 8.5 | |
| Adjusted Capacity (vph) | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 6,990 | 6,990 | 6,990 |
| Adjusted Mainline Dem. (vph) | 3,402 | 3,402 | 2,047 | 2,258 | 2,702 | 2,702 | 2,702 | 1,429 | 2,048 | 2,268 | 2,288 |
| D/C | 0.72 | 0.72 | 0.43 | 0.48 | 0.57 | 0.57 | 0.57 | 0.30 | 0.29 | 0.32 | 0.32 |
| Mainline Volume Served (vph) | 3,402 | 3,402 | 2,047 | 2,258 | 2,702 | 2,702 | 2,702 | 1,429 | 2,048 | 2,268 | 2,288 |
| V/C | 0.72 | 0.72 | 0.43 | 0.48 | 0.57 | 0.57 | 0.57 | 0.30 | 0.29 | 0.32 | 0.32 |
| Adjusted ONR Dem. (vph) | | | | 211 | 444 | | | | 619 | 220 | |
| ONR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,039 | 2,039 | |
| ONR Volume Served (vph) | | | | 211 | 444 | | | | 619 | 220 | |
| ONR Avg RM Rate (vph) | | | | | | | | | | | |
| ONR Time RM Active (min) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted OFR Dem. (vph) | | 1,355 | | | | | 1,273 | | | | |
| OFR Capacity (vph) | | 2,059 | | | | | 4,118 | | | | |
| OFR Volume Served (vph) | | 1,355 | | | | | 1,273 | | | | |
| Density Based LOS | D | D | B | B | C | C | B | A | A | A | A |
| Dam Based LOS | | | | | | | | | | | |
| Mainline Queue Length (ft) | | | | | | | | | | | |
| Mainline Queue Length (%) | | | | | | | | | | | |
| ONR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.90 | 0.29 | 0.34 | 0.37 | 0.28 | 0.90 | 0.33 | 0.35 | 0.21 | 0.24 | 0.80 |
| FFS Travel Time (min) | 0.86 | 0.24 | 0.34 | 0.32 | 0.24 | 0.88 | 0.27 | 0.35 | 0.21 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.04 | 0.05 | 0.00 | 0.05 | 0.03 | 0.02 | 0.06 | 0.00 | 0.00 | 0.02 | 0.00 |
| VMTD (veh-miles / interval) | 850 | 242 | 204 | 214 | 192 | 742 | 230 | 156 | 136 | 161 | 567 |
| VMTV (veh-miles / interval) | 850 | 242 | 204 | 214 | 192 | 742 | 230 | 156 | 136 | 161 | 567 |
| PMTD (p-miles / interval) | 850 | 242 | 204 | 214 | 192 | 742 | 230 | 156 | 136 | 161 | 567 |
| PMTV (p-miles / interval) | 850 | 242 | 204 | 214 | 192 | 742 | 230 | 156 | 136 | 161 | 567 |
| VHT (travel / interval (hrs)) | 12.75 | 4.15 | 2.93 | 3.48 | 3.12 | 10.11 | 3.76 | 2.09 | 1.81 | 2.30 | 7.56 |
| VHD-M (delay / interval (hrs)) | 0.60 | 0.70 | 0.03 | 0.43 | 0.38 | 0.21 | 0.69 | 0.01 | 0.00 | 0.16 | 0.00 |
| VHD-R (delay / interval (hrs)) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval (hrs)) | | | | | | | | | | | |
| VHD MDE (delay / interval (hrs)) | 0.00 | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 0.60 | 0.70 | 0.03 | 0.43 | 0.38 | 0.21 | 0.69 | 0.01 | 0.00 | 0.16 | 0.00 |
| Space Mean Speed (mph) | 66.7 | 58.2 | 69.4 | 61.4 | 61.6 | 73.4 | 61.3 | 74.5 | 75.0 | 69.9 | 75.0 |
| Travel Time Index | 1.05 | 1.20 | 1.01 | 1.14 | 1.14 | 1.02 | 1.22 | 1.01 | 1.00 | 1.07 | 1.00 |

Project Analyze Edit View Settings Toolbox Help

Global Facility Fill Data Turn On Managed Lanes Reliability Analysis (RL) Generate Delete Summary ATMN Analysis Configure Delete Summary

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options In & Out GP Only Analysis Period (A.P.) Control A.P. 3/1 7:00 - 7:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 |
|-----------------------------------|----------|----------|--------|---------|---------|--------|----------|--------|---------|---------|---------|
| General Purpose Seg | 1 off@EB | | | 2 on@EB | 3 on@EB | 4 | 8 off@ | | 9 on@PC | 10 on | |
| General Purpose Seg | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,200 | 1,200 | 1,500 | 4,300 | 1,500 | 2,100 | 1,600 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Truck-PC Equivalent | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| # of Lanes - Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Free Flow Speed (mph) | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 2,783 | 2,783 | 1,462 | 1,848 | 2,989 | 2,989 | 2,989 | 2,244 | 2,415 | 3,232 | 3,232 |
| Mainline Single Unit Tr | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Cap. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length | | 1,200 | | 300 | 1,200 | | 200 | | 200 | 1,200 | |
| OFR Side | | | | Right | Right | | | | Right | Right | |
| # Lanes - OFR | | | | 1 | 1 | | | | 1 | 1 | |
| OFR Queue Capacity (v) | | | | 50 | 50 | | | | 50 | 50 | |
| OFR Free Flow Speed | | | | 45 | 45 | | | | 45 | 45 | |
| OFR Entering Dem. (v) | | | | 386 | 1,141 | | | | 171 | 817 | |
| OFR Single Unit Truck | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | |
| OFR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| OFR Metering Type | | | | None | None | | | | None | None | |
| OFR Metering Fixed R. | | | | | | | | | | | |
| OFR Side | | Right | | | | | Right | | | | |
| # Lanes - OFR | | 2 | | | | | 1 | | | | |
| OFR Free Flow Speed | | 45 | | | | | 45 | | | | |
| OFR Ext Dem. (vph) | | 1,321 | | | | | 745 | | | | |
| OFR Single Unit Truck | | 2.00 | | | | | 2.00 | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment LS (ft) | | | | | | | | | | | |
| Weave Segment LCRF | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment NW | | | | | | | | | | | |
| Ramp to Ramp Dem. (v) | | | | | | | | | | | |
| Processed Segment T | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Speed (mph) | 73.1 | 61.2 | 74.3 | 64.5 | 65.3 | 72.0 | 62.9 | 74.3 | 63.5 | 64.5 | 70.4 |
| Total Density (veh/m/n) | 19.0 | 17.5 | 9.7 | 17.8 | 20.8 | 20.8 | 28.1 | 15.0 | 22.9 | 22.8 | 23.0 |
| Total Density (pc/m/n) | 19.4 | 17.9 | 9.9 | 18.1 | 21.2 | 21.2 | 28.7 | 15.3 | 23.4 | 23.3 | 23.4 |
| Influence Area Density | | 17.9 | | 18.1 | 21.2 | | 28.7 | | 23.4 | 23.3 | |
| Adjusted Capacity (vph) | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 |
| Adjusted Mainline Dem. | 2,783 | 2,783 | 1,462 | 1,848 | 2,989 | 2,989 | 2,989 | 2,244 | 2,415 | 3,232 | 3,232 |
| D/C | 0.59 | 0.59 | 0.31 | 0.39 | 0.64 | 0.64 | 0.64 | 0.48 | 0.51 | 0.69 | 0.69 |
| Mainline Volume Served | 2,783 | 2,783 | 1,462 | 1,848 | 2,989 | 2,989 | 2,989 | 2,244 | 2,415 | 3,232 | 3,232 |
| V/C | 0.59 | 0.59 | 0.31 | 0.39 | 0.64 | 0.64 | 0.64 | 0.48 | 0.51 | 0.69 | 0.69 |
| Adjusted ONR Dem. (v) | | | | 386 | 1,141 | | | | 171 | 817 | |
| OFR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,059 | 2,059 | |
| OFR Volume Served (v) | | | | 386 | 1,141 | | | | 171 | 817 | |
| OFR Avg RM Rate (vph) | | | | | | | | | | | |
| OFR Time RM Active (v) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted OFR Dem. (v) | | 1,321 | | | | | 745 | | | | |
| OFR Capacity (vph) | | 4,116 | | | | | 2,059 | | | | |
| OFR Volume Served (v) | | 1,321 | | | | | 745 | | | | |
| Density Based LOS | C | B | A | B | C | C | D | B | C | C | C |
| Dem. Based LOS | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | |
| OFR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.82 | 0.28 | 0.34 | 0.21 | 0.28 | 0.68 | 0.27 | 0.32 | 0.29 | 0.26 | 0.85 |
| FFS Travel Time (min) | 0.80 | 0.23 | 0.33 | 0.18 | 0.23 | 0.65 | 0.23 | 0.32 | 0.24 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.02 | 0.05 | 0.00 | 0.03 | 0.03 | 0.03 | 0.04 | 0.00 | 0.04 | 0.04 | 0.05 |
| VMTD (veh-miles / interval) | 696 | 198 | 152 | 105 | 212 | 609 | 212 | 223 | 183 | 230 | 808 |
| VMTI (veh-miles / interval) | 696 | 198 | 152 | 105 | 212 | 609 | 212 | 223 | 183 | 230 | 808 |
| PHMTD (p-miles / interval) | 696 | 198 | 152 | 105 | 212 | 609 | 212 | 223 | 183 | 230 | 808 |
| PHMTI (p-miles / interval) | 696 | 198 | 152 | 105 | 212 | 609 | 212 | 223 | 183 | 230 | 808 |
| VHT (travel / interval (h)) | 9.52 | 3.23 | 2.05 | 1.63 | 3.25 | 8.46 | 3.37 | 3.00 | 2.88 | 3.58 | 11.48 |
| VHD-M (delay / interval) | 0.25 | 0.60 | 0.02 | 0.23 | 0.42 | 0.34 | 0.54 | 0.03 | 0.44 | 0.50 | 0.71 |
| VHD-R (delay / interval) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval) | | | | | | | | | | | |
| VHD-MDE (delay / interval) | | | | | | | | | | | |
| VHD (delay / interval / interval) | 0.25 | 0.60 | 0.02 | 0.23 | 0.42 | 0.34 | 0.54 | 0.03 | 0.44 | 0.50 | 0.71 |
| Space Mean Speed (m) | 73.1 | 81.2 | 74.3 | 64.5 | 65.3 | 72.0 | 62.9 | 74.3 | 63.5 | 64.5 | 70.4 |
| Travel Time Index | 1.03 | 1.23 | 1.01 | 1.16 | 1.15 | 1.04 | 1.19 | 1.01 | 1.18 | 1.16 | 1.07 |

- with Proj PM Scenario selected
- 18:30:03 Analysis period 1 selected
- 18:30:03 21 WB 2035 with Proj AM Scenario selected
- 18:30:07 Analysis period 1 selected
- 18:30:07 23 WB 2035 with Proj PM Scenario selected
- 18:30:09 Analysis period 1 selected
- 18:30:09 21 WB 2035 with Proj AM Scenario selected
- 18:30:53 Analysis period 1 selected
- 18:30:53 19 WB 2035 no Proj PM Scenario selected
- 18:32:06 Analysis period 1 selected
- 18:32:06 17 WB 2035 no Proj AM Scenario selected
- 18:33:22 Analysis period 1 selected
- 18:33:22 15 WB 2035 with Proj PM Scenario selected

Project: FREEVAL-2015e - Z:\Shared\Projects\P21090 Iron Point Apartments\US 50\FREEVAL\EB16 EB 2026 with Proj PM.sxd

Project Analyze Edit View Settings Toolbox Help

Global Input Fill Data Turn On Generate Delete Summary Compare Delete Summary

Managed Lanes Reliability Analysis (RL) ATDM Analysis

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options Analysis Period (A.P.) Control

In & Out GP Only A.P. 1/1 17:00 - 17:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 |
|--------------------------------------|--------|----------|--------|---------|---------|--------|----------|--------|---------|---------|---------|
| General Purpose Segment Data | 11 | | | | | | | | | | |
| General Purpose Segment Name | 12 | | | | | | | | | | |
| General Purpose Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,100 | 2,000 | 1,500 | 5,800 | 1,800 | 2,300 | 1,400 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Rolling | Rolling | Rolling |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 |
| # of Lanes: Mainline | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 |
| Free Flow Speed (mph) | 70 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 3,727 | 3,727 | 2,612 | 2,825 | 3,364 | 3,364 | 3,364 | 1,848 | 3,050 | 3,375 | 3,375 |
| Mainline Single Unit Truck and Bu... | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. F... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Spee... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | | 400 | | 600 | 900 | | 1,800 | | 1,400 | 1,400 | |
| ONR Side | | | | Right | Right | | | | Right | Right | |
| # Lanes: ONR | | | | 1 | 1 | | | | 1 | 1 | |
| ONR Queue Capacity (veh/m) | | | | 50 | 50 | | | | 50 | 50 | |
| ONR Free Flow Speed (mph) | | | | 45 | 45 | | | | 45 | 45 | |
| ONR/Entering Dem. (vph) | | | | 213 | 539 | | | | 1,202 | 325 | |
| ONR Single Unit Truck and Bus (%) | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | |
| ONR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| ONR Metering Type | | | | None | None | | | | None | None | |
| ONR Metering Fixed Rate (vph) | | | | | | | | | | | |
| OFR Side | | Right | | | | | Right | | | | |
| # Lanes: OFR | | 1 | | | | | 2 | | | | |
| OFR Free Flow Speed (mph) | | 45 | | | | | 45 | | | | |
| OFR/Exit Dem. (vph) | | 1,115 | | | | | 1,516 | | | | |
| OFR Single Unit Truck and Bus (%) | | 2.00 | | | | | 2.00 | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment Ls (ft) | | | | | | | | | | | |
| Weave Segment LCRF | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | |
| Weave Segment LCRR | | | | | | | | | | | |
| Weave Segment LRR | | | | | | | | | | | |
| Weave Segment HW | | | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | | | | | | | | | | | |
| Processed Segment Type | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | ONR-B | On Ramp | Basic |
| Speed (mph) | 64.3 | 58.8 | 69.4 | 60.6 | 59.9 | 69.3 | 60.6 | 74.5 | 75.0 | 69.0 | 74.7 |
| Total Density (veh/mile) | 29.0 | 32.7 | 18.7 | 23.6 | 25.8 | 24.3 | 17.2 | 12.3 | 13.6 | 16.3 | 15.1 |
| Total Density (pc/mile) | 29.6 | 33.3 | 19.1 | 24.1 | 26.3 | 24.7 | 17.6 | 12.6 | 14.0 | 16.8 | 15.5 |
| Influence Area Density (pc/mile) | | 33.3 | | 24.1 | 26.3 | | 17.6 | | 0.0 | 14.3 | |
| Adjusted Capacity (vph) | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 | 6,990 | 6,990 | 6,990 |
| Adjusted Mainline Dem. (vph) | 3,727 | 3,727 | 2,612 | 2,825 | 3,364 | 3,364 | 3,364 | 1,848 | 3,050 | 3,375 | 3,375 |
| D/C | 0.79 | 0.79 | 0.56 | 0.60 | 0.71 | 0.71 | 0.71 | 0.39 | 0.44 | 0.48 | 0.48 |
| Mainline Volume Served (vph) | 3,727 | 3,727 | 2,612 | 2,825 | 3,364 | 3,364 | 3,364 | 1,848 | 3,050 | 3,375 | 3,375 |
| V/C | 0.79 | 0.79 | 0.56 | 0.60 | 0.71 | 0.71 | 0.71 | 0.39 | 0.44 | 0.48 | 0.48 |
| Adjusted ONR Dem. (vph) | | | | 213 | 539 | | | | 1,202 | 325 | |
| ONR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,039 | 2,039 | |
| ONR Volume Served (vph) | | | | 213 | 539 | | | | 1,202 | 325 | |
| ONR Avg RM Rate (vph) | | | | | | | | | | | |
| ONR Time RM Active (min) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted OFR Dem. (vph) | | 1,115 | | | | | 1,516 | | | | |
| OFR Capacity (vph) | | 2,059 | | | | | 4,118 | | | | |
| OFR Volume Served (vph) | | 1,115 | | | | | 1,516 | | | | |
| Density Based LOS | D | D | C | C | C | C | B | B | B | B | B |
| Dam Based LOS | | | | | | | | | | | |
| Mainline Queue Length (ft) | | | | | | | | | | | |
| Mainline Queue Length (%) | | | | | | | | | | | |
| ONR Queue (veh) | | | | | | | | | | | |
| Actual Travel Time (min) | 0.93 | 0.29 | 0.34 | 0.38 | 0.28 | 0.95 | 0.34 | 0.35 | 0.21 | 0.25 | 0.80 |
| FFS Travel Time (min) | 0.86 | 0.24 | 0.34 | 0.32 | 0.24 | 0.88 | 0.27 | 0.35 | 0.21 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.08 | 0.05 | 0.00 | 0.05 | 0.04 | 0.07 | 0.06 | 0.00 | 0.00 | 0.02 | 0.00 |
| VMTD (veh-miles / interval) | 932 | 265 | 260 | 268 | 239 | 924 | 287 | 201 | 202 | 240 | 844 |
| VMTV (veh-miles / interval) | 932 | 265 | 260 | 268 | 239 | 924 | 287 | 201 | 202 | 240 | 844 |
| PMTD (p-miles / interval) | 932 | 265 | 260 | 268 | 239 | 924 | 287 | 201 | 202 | 240 | 844 |
| PMTV (p-miles / interval) | 932 | 265 | 260 | 268 | 239 | 924 | 287 | 201 | 202 | 240 | 844 |
| VHT (travel / interval (hrs)) | 14.49 | 4.50 | 3.74 | 4.42 | 3.99 | 13.32 | 4.73 | 2.70 | 2.70 | 3.47 | 11.29 |
| VHD-M (delay / interval (hrs)) | 1.18 | 0.72 | 0.03 | 0.59 | 0.58 | 1.01 | 0.91 | 0.02 | 0.00 | 0.28 | 0.04 |
| VHD-R (delay / interval (hrs)) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval (hrs)) | | | | | | | | | | | |
| VHD MDE (delay / interval (hrs)) | 0.00 | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 1.18 | 0.72 | 0.03 | 0.59 | 0.58 | 1.01 | 0.91 | 0.02 | 0.00 | 0.28 | 0.04 |
| Space Mean Speed (mph) | 64.3 | 58.8 | 69.4 | 60.6 | 59.9 | 69.3 | 60.6 | 74.5 | 75.0 | 69.0 | 74.7 |
| Travel Time Index | 1.09 | 1.19 | 1.01 | 1.16 | 1.17 | 1.08 | 1.24 | 1.01 | 1.00 | 1.09 | 1.00 |

Project: FREEVAL-2015e - 2\Shared\Projects\P21090 Iron Point Apartments\US 50\FREEVAL\WB\17 WB 2035 no Proj AM Seed

Global Input | Fill Data | Turn On | Generate | Delete | Summary | Configure | Delete | Summary

Single Seed Scenario ID: 01 WB 2021 no Proj AM, 03 WB 2021 no Proj AM, 05 WB 2021 with Proj AM, 07 WB 2021 with Proj AM, 09 WB 2026 no Proj AM, 11 WB 2026 no Proj PM, 13 WB 2026 with Proj AM, 15 WB 2026 with Proj PM, 17 WB 2035 no Proj AM, 19 WB 2035 no Proj PM, 21 WB 2035 with Proj AM, 23 WB 2035 with Proj PM

Table Display Options: In & Out, GP Only

Analysis Period (A.P.) Control: AP, 3/1, 7:00 - 7:15, First, Last, Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 | Seg. 12 | Seg. 13 | Seg. 14 |
|-----------------------------------|----------|----------|---------|---------|---------|--------|----------|--------|---------|---------|---------|---------|---------|---------|
| General Purpose Seg | 1 off@EB | 1 off@EB | 2 on@EB | 2 on@EB | 3 on@EB | 4 | 5 off@Oa | 6 | 7 | 9 on@PC | 10 on | | | |
| General Purpose Seg | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,200 | 1,200 | 1,500 | 800 | 1,500 | 1,700 | 700 | 2,500 | 1,600 | 1,600 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Truck-PC Equivalent | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| # of Lanes - Mainline | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 |
| Free Flow Speed (mph) | 75 | 75 | 75 | 75 | 75 | 75 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 4,402 | 4,402 | 3,066 | 3,499 | 3,868 | 3,868 | 3,868 | 3,083 | 3,203 | 4,214 | 3,322 | 3,662 | 3,953 | 3,953 |
| Mainline Single Unit Tr | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Cap. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length | | 1,200 | | 300 | 1,200 | | 500 | | 500 | | | 200 | 1,200 | |
| OFR Side | | | | Right | Right | | | | Right | Right | | Right | Right | |
| # Lanes - OFR | | | | 1 | 1 | | | | 1 | 1 | | 1 | 1 | |
| OFR Queue Capacity (v) | | | | 50 | 50 | | | | 50 | 50 | | 50 | 50 | |
| OFR Free Flow Speed | | | | 45 | 45 | | | | 45 | 45 | | 45 | 45 | |
| OFR/Entering Dem. (v) | | | | 433 | 369 | | | | 120 | 1,011 | | 340 | 291 | |
| OFR Single Unit Truck | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | | 2.00 | 2.00 | |
| OFR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | |
| OFR Metering Type | | | | None | None | | | | None | None | | None | None | |
| OFR Metering Fixed R. | | | | | | | | | | | | | | |
| OFR Side | | Right | | | | | Right | | Right | | | | | |
| # Lanes - OFR | | 2 | | | | | 1 | | 1 | | | | | |
| OFR Free Flow Speed | | 45 | | | | | 45 | | 45 | | | | | |
| OFR/Ext Dem. (vph) | | 1,336 | | | | | 785 | | 892 | | | | | |
| OFR Single Unit Truck | | 2.00 | | | | | 2.00 | | 2.00 | | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | 0.00 | | | | | |
| Weave Segment LS (ft) | | | | | | | | | 2,500 | | | | | |
| Weave Segment LCRF | | | | | | | | | 1 | | | | | |
| Weave Segment LCFR | | | | | | | | | 1 | | | | | |
| Weave Segment LCFR | | | | | | | | | 0 | | | | | |
| Weave Segment LCFR | | | | | | | | | 1 | | | | | |
| Ramp to Ramp Dem. (v) | | | | | | | | | 1 | | | | | |
| Processed Segment T | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic |
| Speed (mph) | 72.3 | 67.0 | 71.5 | 60.7 | 61.3 | 64.5 | 59.6 | 68.3 | 59.3 | 52.5 | 69.7 | 59.6 | 60.7 | 63.6 |
| Total Density (veh/mi) | 20.3 | 21.9 | 21.4 | 30.6 | 28.0 | 30.0 | 32.7 | 22.6 | 27.2 | 26.8 | 23.8 | 32.5 | 28.7 | 31.1 |
| Total Density (pc/mi) | 20.7 | 22.3 | 21.9 | 31.2 | 28.6 | 30.6 | 33.7 | 23.3 | 28.0 | 27.6 | 24.3 | 33.2 | 29.3 | 31.7 |
| Influence Area Density | | 17.3 | | 31.2 | 28.6 | | 33.7 | | 28.0 | | | 33.2 | 29.3 | |
| Adjusted Capacity (vph) | 7,059 | 7,059 | 4,706 | 4,706 | 4,706 | 4,706 | 4,660 | 4,660 | 4,660 | 5,185 | 4,706 | 4,706 | 4,706 | 4,706 |
| Adjusted Mainline Dem. | 4,402 | 4,402 | 3,066 | 3,499 | 3,868 | 3,868 | 3,868 | 3,083 | 3,203 | 4,214 | 3,322 | 3,662 | 3,953 | 3,953 |
| D/C | 0.62 | 0.62 | 0.65 | 0.74 | 0.82 | 0.82 | 0.83 | 0.66 | 0.69 | 0.82 | 0.71 | 0.78 | 0.84 | 0.84 |
| Mainline Volume Served | 4,402 | 4,402 | 3,066 | 3,499 | 3,868 | 3,868 | 3,868 | 3,083 | 3,203 | 4,214 | 3,322 | 3,662 | 3,953 | 3,953 |
| W/C | 0.62 | 0.62 | 0.65 | 0.74 | 0.82 | 0.82 | 0.83 | 0.66 | 0.69 | 0.82 | 0.71 | 0.78 | 0.84 | 0.84 |
| Adjusted ONR Dem. (v) | | | | 433 | 369 | | | | 120 | 1,011 | | 340 | 291 | |
| OFR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,039 | 2,039 | | 2,059 | 2,059 | |
| OFR Volume Served (v) | | | | 433 | 369 | | | | 120 | 1,011 | | 340 | 291 | |
| OFR Aug RM Rate (vph) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | |
| OFR Time RM Active (v) | | | | | | | | | | | | | | |
| Adjusted OFR Dem. (v) | | 1,336 | | | | | 785 | | 892 | | | | | |
| OFR Capacity (vph) | | 4,118 | | | | | 2,039 | | 2,039 | | | | | |
| OFR Volume Served (v) | | 1,336 | | | | | 785 | | 892 | | | | | |
| Density Based LOS | C | B | C | D | D | D | D | C | D | C | C | D | D | D |
| Dem. Based LOS | | | | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | | | | |
| OFR Queue (veh) | | | | | | | | | | | | | | |
| Actual Travel Time (min) | 0.83 | 0.25 | 0.35 | 0.22 | 0.28 | 0.14 | 0.29 | 0.28 | 0.13 | 0.54 | 0.26 | 0.31 | 0.28 | 0.64 |
| RFS Travel Time (min) | 0.80 | 0.23 | 0.33 | 0.18 | 0.23 | 0.12 | 0.24 | 0.28 | 0.11 | 0.41 | 0.24 | 0.24 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.03 | 0.03 | 0.02 | 0.04 | 0.05 | 0.02 | 0.04 | 0.01 | 0.02 | 0.14 | 0.02 | 0.06 | 0.05 | 0.14 |
| VMTD (veh-miles / int) | 1,100 | 313 | 319 | 199 | 275 | 147 | 275 | 248 | 106 | 499 | 252 | 277 | 281 | 988 |
| VMTD (veh-miles / interval) | 1,100 | 313 | 319 | 199 | 275 | 147 | 275 | 248 | 106 | 499 | 252 | 277 | 281 | 988 |
| PHTD (p-miles / interval) | 1,100 | 313 | 319 | 199 | 275 | 147 | 275 | 248 | 106 | 499 | 252 | 277 | 281 | 988 |
| PHTD (p-miles / interval) | 1,100 | 313 | 319 | 199 | 275 | 147 | 275 | 248 | 106 | 499 | 252 | 277 | 281 | 988 |
| VHT (travel / interval (h)) | 15.23 | 4.66 | 4.47 | 3.27 | 4.48 | 2.27 | 4.61 | 3.64 | 1.79 | 9.51 | 3.61 | 4.65 | 4.62 | 15.54 |
| VHD-M (delay / interval) | 0.55 | 0.49 | 0.21 | 0.62 | 0.82 | 0.32 | 0.68 | 0.09 | 0.27 | 2.38 | 0.26 | 0.96 | 0.88 | 2.36 |
| VHD-R (delay / interval) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | |
| VHD-Access (delay / interval) | | | | | | | | | | | | | | |
| VHD-MDE (delay / interval) | | | | | | | | | | | | | | |
| VHD (delay / interval / interval) | 0.55 | 0.49 | 0.21 | 0.62 | 0.82 | 0.32 | 0.68 | 0.09 | 0.27 | 2.38 | 0.26 | 0.96 | 0.88 | 2.36 |
| Space Mean Speed (m) | 72.3 | 67.0 | 71.5 | 60.7 | 61.3 | 64.5 | 59.6 | 68.3 | 59.3 | 52.5 | 69.7 | 59.6 | 60.7 | 63.6 |
| Travel Time Index | 1.04 | 1.12 | 1.05 | 1.23 | 1.22 | 1.16 | 1.17 | 1.03 | 1.18 | 1.33 | 1.08 | 1.26 | 1.24 | 1.16 |

- with Proj AM Scenario selected
- 18:16:02 Analysis period 1 selected
- 18:16:02 23 WB 2035 with Proj PM Scenario selected
- 18:30:03 Analysis period 1 selected
- 18:30:03 21 WB 2035 with Proj AM Scenario selected
- 18:30:07 Analysis period 1 selected
- 18:30:07 23 WB 2035 with Proj PM Scenario selected
- 18:30:09 Analysis period 1 selected
- 18:30:09 21 WB 2035 with Proj AM Scenario selected
- 18:30:53 Analysis period 1 selected
- 18:30:53 19 WB 2035 no Proj PM Scenario selected
- 18:32:06 Analysis period 1 selected
- 18:32:06 17 WB 2035 no Proj AM Scenario selected

Project Analyze Edit View Settings Toolbox Help

ATDM Analysis

Global Input Fill Data Turn On Generate Delete Summary Compare Delete Summary

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options Analysis Period (A.P.) Control

In & Out GP Only AP, 1/1 17:00 - 17:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 | Seg. 12 | Seg. 13 | Seg. 14 |
|--------------------------------------|--------|----------|--------|---------|---------|--------|---------|---------|--------|----------|---------|---------|---------|---------|
| General Purpose Segment Data | | | | | | | | | | | | | | |
| General Purpose Segment Name | 11 | 12 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | |
| General Purpose Segment Type | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,100 | 2,000 | 1,300 | 1,600 | 1,300 | 1,500 | 2,002 | 1,800 | 2,300 | 1,400 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 |
| # of Lanes: Mainline | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 |
| Free Flow Speed (mph) | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 4,005 | 4005 | 3084 | 3201 | 3620 | 2502 | 2785 | 3110 | 3110 | 3110 | 2058 | 2432 | 2835 | 2835 |
| Mainline Single Unit Truck and Bu... | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.66 | 1.10 | 1.51 | 1.51 | 1.51 | 1.26 | 1.37 | 1.46 | 1.46 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Spee | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | | 400 | | 600 | | | 500 | 500 | | 1,800 | | 1,400 | 1,400 | |
| ONR Side | | | | Right | Right | | Right | Right | | | | Right | Right | |
| # Lanes: ONR | | | | 1 | 1 | | 1 | 1 | | | | 1 | 1 | |
| ONR Queue Capacity (veh/m) | | | | 50 | 50 | | 50 | 50 | | | | 50 | 50 | |
| ONR Free Flow Speed (mph) | | | | 45 | 45 | | 45 | 45 | | | | 45 | 45 | |
| ONR/Entering Dem. (vph) | | | | 117 | 419 | | 283 | 325 | | | | 374 | 403 | |
| ONR Single Unit Truck and Bus (%) | | | | 2.00 | 2.00 | | 5.00 | 5.00 | | | | 2.00 | 2.00 | |
| ONR Tractor Trailer (%) | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| ONR Metering Type | | | | None | None | | None | None | | | | None | None | |
| ONR Metering Fixed Rate (vph) | | | | | | | | | | | | | | |
| OFR Side | | Right | | | Right | | | | | Right | | | | |
| # Lanes: OFR | | 1 | | | 1 | | | | | 2 | | | | |
| OFR Free Flow Speed (mph) | | 45 | | | 45 | | | | | 45 | | | | |
| OFR/Exit Dem. (vph) | | 921 | | | 1,118 | | | | | 1,052 | | | | |
| OFR Single Unit Truck and Bus (%) | | 2.00 | | | 5.00 | | | | | 2.00 | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment Ls (ft) | | | | | 1,800 | | | | | | | | | |
| Weave Segment LCRF | | | | | 1 | | | | | | | | | |
| Weave Segment LCFR | | | | | 1 | | | | | | | | | |
| Weave Segment LCR | | | | | 0 | | | | | | | | | |
| Weave Segment HW | | | | | 2 | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | | | | | 1 | | | | | | | | | |
| Process Segment Type | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | ONR-B | On Ramp | Basic |
| Speed (mph) | 61.8 | 59.3 | 68.4 | 59.7 | 54.6 | 68.5 | 60.5 | 59.7 | 71.3 | 62.0 | 74.5 | 75.0 | 69.4 | 75.0 |
| Total Density (veh/mile) | 32.4 | 35.1 | 22.5 | 26.6 | 22.1 | 17.9 | 23.8 | 26.3 | 21.8 | 15.0 | 13.7 | 10.8 | 13.6 | 12.6 |
| Total Density (pc/mile) | 33.1 | 35.8 | 23.0 | 27.1 | 22.5 | 18.0 | 24.1 | 26.7 | 22.1 | 15.2 | 13.9 | 11.0 | 13.9 | 12.9 |
| Influence Area Density (pc/mile) | | 35.8 | | 27.1 | | | 24.1 | 26.7 | | 15.2 | | 0.0 | 11.7 | |
| Adjusted Capacity (vph) | 4,708 | 4,708 | 4,706 | 4,706 | 5,549 | 4,769 | 4,748 | 4,729 | 4,729 | 4,729 | 4,740 | 7,055 | 7,046 | 7,046 |
| Adjusted Mainline Dem. (vph) | 4,005 | 4,005 | 3,084 | 3,201 | 3,620 | 2,502 | 2,785 | 3,110 | 3,110 | 3,110 | 2,058 | 2,432 | 2,835 | 2,835 |
| D/C | 0.85 | 0.85 | 0.66 | 0.68 | 0.65 | 0.52 | 0.59 | 0.66 | 0.66 | 0.66 | 0.43 | 0.34 | 0.40 | 0.40 |
| Mainline Volume Served (vph) | 4,005 | 4,005 | 3,084 | 3,201 | 3,620 | 2,502 | 2,785 | 3,110 | 3,110 | 3,110 | 2,058 | 2,432 | 2,835 | 2,835 |
| V/C | 0.85 | 0.85 | 0.66 | 0.68 | 0.65 | 0.52 | 0.59 | 0.66 | 0.66 | 0.66 | 0.43 | 0.34 | 0.40 | 0.40 |
| Adjusted ONR Dem. (vph) | | | | 117 | 419 | | 283 | 325 | | | | 374 | 403 | |
| ONR Capacity (vph) | | | | 2,059 | 2,059 | | 2,077 | 2,069 | | | | 2,058 | 2,055 | |
| ONR Volume Served (vph) | | | | 117 | 419 | | 283 | 325 | | | | 374 | 403 | |
| ONR Avg RM Rate (vph) | | | | | | | | | | | | | | |
| ONR Time RM Active (min) | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted OFR Dem. (vph) | | 921 | | | 1,118 | | | | | 1,052 | | | | |
| OFR Capacity (vph) | | 2,059 | | | 2,059 | | | | | 4,138 | | | | |
| OFR Volume Served (vph) | | 921 | | | 1,118 | | | | | 1,052 | | | | |
| Density Based LOS | D | E | C | C | C | B | C | C | C | C | B | B | B | B |
| Dam Based LOS | | | | | | | | | | | | | | |
| Mainline Queue Length (ft) | | | | | | | | | | | | | | |
| Mainline Queue Length (%) | | | | | | | | | | | | | | |
| ONR Queue (veh) | | | | | | | | | | | | | | |
| Actual Travel Time (min) | 0.97 | 0.29 | 0.35 | 0.38 | 0.27 | 0.27 | 0.24 | 0.29 | 0.32 | 0.33 | 0.35 | 0.21 | 0.25 | 0.80 |
| FFS Travel Time (min) | 0.86 | 0.24 | 0.34 | 0.32 | 0.21 | 0.26 | 0.21 | 0.24 | 0.30 | 0.27 | 0.35 | 0.21 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.11 | 0.04 | 0.01 | 0.06 | 0.06 | 0.01 | 0.03 | 0.04 | 0.02 | 0.06 | 0.00 | 0.00 | 0.02 | 0.00 |
| VMTD (veh-miles / interval) | 1,001 | 284 | 307 | 303 | 223 | 190 | 171 | 221 | 295 | 265 | 224 | 161 | 201 | 709 |
| VMTV (veh-miles / interval) | 1,001 | 284 | 307 | 303 | 223 | 190 | 171 | 221 | 295 | 265 | 224 | 161 | 201 | 709 |
| PMTD (p-miles / interval) | 1,001 | 284 | 307 | 303 | 223 | 190 | 171 | 221 | 295 | 265 | 224 | 161 | 201 | 709 |
| PMTV (p-miles / interval) | 1,001 | 284 | 307 | 303 | 223 | 190 | 171 | 221 | 295 | 265 | 224 | 161 | 201 | 709 |
| VHT (travel / interval (hrs)) | 16.21 | 4.80 | 4.48 | 5.08 | 4.08 | 2.77 | 2.83 | 3.70 | 4.13 | 4.28 | 3.01 | 2.15 | 2.90 | 9.45 |
| VHD-M (delay / interval (hrs)) | 1.90 | 0.73 | 0.10 | 0.75 | 0.90 | 0.06 | 0.39 | 0.54 | 0.20 | 0.74 | 0.02 | 0.00 | 0.21 | 0.00 |
| VHD-R (delay / interval (hrs)) | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval (hrs)) | | | | | | | | | | | | | | |
| VHD-MDE (delay / interval (hrs)) | 0.00 | | | | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 1.90 | 0.73 | 0.10 | 0.75 | 0.90 | 0.06 | 0.39 | 0.54 | 0.20 | 0.74 | 0.02 | 0.00 | 0.21 | 0.00 |
| Space Mean Speed (mph) | 61.8 | 59.3 | 68.4 | 59.7 | 54.6 | 68.5 | 60.5 | 59.7 | 71.3 | 62.0 | 74.5 | 75.0 | 69.4 | 75.0 |
| Travel Time Index | 1.13 | 1.18 | 1.02 | 1.17 | 1.28 | 1.02 | 1.16 | 1.17 | 1.05 | 1.21 | 1.01 | 1.00 | 1.08 | 1.00 |

Project Analyze Edit View Settings Toolbox Help

ATDM Analysis

Global Input Fill Data Turn On Generate Delete Summary Configure Delete Summary

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options In & Out GP Only

Analysis Period (A.P.) Control AP: 3/1 7:00 - 7:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 | Seg. 12 | Seg. 13 | Seg. 14 |
|-----------------------------------|----------|----------|--------|---------|---------|--------|----------|--------|---------|---------|---------|---------|---------|---------|
| General Purpose Seg | 1 off@EB | | | 2 on@EB | 3 on@EB | 4 | 5 off@Oa | | 6 | 7 | | 9 on@PC | 10 on | |
| General Purpose Seg | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,200 | 1,200 | 1,500 | 800 | 1,500 | 1,700 | 2,500 | 1,600 | 1,600 | 1,500 | 5,280 | |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Truck-PC Equivalent | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| # of Lanes - Mainline | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 |
| Free Flow Speed (mph) | 75 | 75 | 75 | 75 | 75 | 75 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 3,534 | 3,534 | 2,146 | 2,587 | 3,107 | 3,107 | 3,107 | 2,487 | 2,797 | 3,933 | 3,317 | 3,451 | 3,778 | 3,778 |
| Mainline Single Unit Tr | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Cap. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length | | 1,200 | | 300 | 1,200 | | 500 | | 500 | | | 200 | 1,200 | |
| OnR Side | | | | Right | Right | | | | Right | Right | | Right | Right | |
| # Lanes - OnR | | | | 1 | 1 | | 1 | | 1 | 1 | | 1 | 1 | |
| OnR Queue Capacity (v) | | | | 50 | 50 | | | | 50 | 50 | | 50 | 50 | |
| OnR Free Flow Speed | | | | 45 | 45 | | | | 45 | 45 | | 45 | 45 | |
| OnR Entering Dem. (v) | | | | 441 | 520 | | | | 310 | 1,136 | | 134 | 327 | |
| OnR Single Unit Truck | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | | 2.00 | 2.00 | |
| OnR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | |
| OnR Metering Type | | | | None | None | | | | None | None | | None | None | |
| OnR Metering Fixed R. | | | | | | | | | | | | | | |
| OffR Side | | Right | | | | | Right | | Right | | | | | |
| # Lanes - OffR | | 2 | | | | | 1 | | 1 | | | | | |
| OffR Free Flow Speed | | 45 | | | | | 45 | | 45 | | | | | |
| OffR/Ext Dem. (vph) | | 1,388 | | | | | 620 | | 616 | | | | | |
| OffR Single Unit Truck | | 2.00 | | | | | 2.00 | | 2.00 | | | | | |
| OffR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | 0.00 | | | | | |
| Weave Segment LS (ft) | | | | | | | | | 2,500 | | | | | |
| Weave Segment LCRF | | | | | | | | | 1 | | | | | |
| Weave Segment LCFR | | | | | | | | | 1 | | | | | |
| Weave Segment LCFR | | | | | | | | | 0 | | | | | |
| Weave Segment LCFR | | | | | | | | | 1 | | | | | |
| Weave Segment NW | | | | | | | | | 1 | | | | | |
| Ramp to Ramp Dem. (v) | | | | | | | | | 1 | | | | | |
| Processed Segment T | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic |
| Speed (mph) | 74.6 | 66.6 | 74.6 | 63.5 | 64.9 | 71.2 | 60.0 | 69.3 | 60.3 | 53.6 | 69.7 | 60.7 | 61.9 | 65.5 |
| Total Density (veh/mi) | 15.8 | 17.7 | 14.3 | 23.5 | 22.0 | 21.8 | 26.2 | 17.8 | 23.9 | 24.5 | 23.8 | 31.0 | 27.3 | 28.8 |
| Total Density (pc/mi) | 16.1 | 18.1 | 14.6 | 24.0 | 22.4 | 22.2 | 27.0 | 18.3 | 24.7 | 25.2 | 24.3 | 31.6 | 27.9 | 29.4 |
| Influence Area Density | | 14.1 | | 24.0 | 22.4 | | 27.0 | | 24.7 | | | 31.6 | 27.9 | |
| Adjusted Capacity (vph) | 7,059 | 7,059 | 4,706 | 4,706 | 4,706 | 4,706 | 4,660 | 4,660 | 5,237 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 |
| Adjusted Mainline Dem. | 3,534 | 3,534 | 2,146 | 2,587 | 3,107 | 3,107 | 3,107 | 2,487 | 2,797 | 3,933 | 3,317 | 3,451 | 3,778 | 3,778 |
| D/C | 0.50 | 0.50 | 0.46 | 0.55 | 0.66 | 0.66 | 0.67 | 0.53 | 0.60 | 0.75 | 0.70 | 0.73 | 0.80 | 0.80 |
| Mainline Volume Served | 3,534 | 3,534 | 2,146 | 2,587 | 3,107 | 3,107 | 3,107 | 2,487 | 2,797 | 3,933 | 3,317 | 3,451 | 3,778 | 3,778 |
| WC | 0.50 | 0.50 | 0.46 | 0.55 | 0.66 | 0.66 | 0.67 | 0.53 | 0.60 | 0.75 | 0.70 | 0.73 | 0.80 | 0.80 |
| Adjusted OnR Dem. (v) | | | | 441 | 520 | | | | 310 | 1,136 | | 134 | 327 | |
| OnR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,039 | 2,039 | | 2,059 | 2,059 | |
| OnR Volume Served (v) | | | | 441 | 520 | | | | 310 | 1,136 | | 134 | 327 | |
| OnR Avg RMI Rate (vph) | | | | | | | | | | | | | | |
| OnR Time RMI Active (v) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | |
| Adjusted OffR Dem. (v) | | 1,388 | | | | | 620 | | 616 | | | | | |
| OffR Capacity (vph) | | 4,118 | | | | | 2,039 | | 2,039 | | | | | |
| OffR Volume Served (v) | | 1,388 | | | | | 620 | | 616 | | | | | |
| Density Based LOS | B | B | B | C | C | C | C | C | C | C | C | D | C | D |
| Dem. Based LOS | | | | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | | | | |
| OnR Queue (veh) | | | | | | | | | | | | | | |
| Actual Travel Time (min) | 0.80 | 0.26 | 0.34 | 0.21 | 0.26 | 0.13 | 0.28 | 0.28 | 0.13 | 0.53 | 0.26 | 0.30 | 0.28 | 0.92 |
| FFS Travel Time (min) | 0.80 | 0.23 | 0.33 | 0.18 | 0.23 | 0.12 | 0.24 | 0.28 | 0.11 | 0.41 | 0.24 | 0.24 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.00 | 0.03 | 0.00 | 0.03 | 0.04 | 0.01 | 0.04 | 0.00 | 0.02 | 0.12 | 0.02 | 0.06 | 0.05 | 0.12 |
| VMTD (veh-miles / int) | 884 | 251 | 224 | 147 | 221 | 118 | 221 | 200 | 93 | 466 | 251 | 261 | 268 | 944 |
| VMTI (veh-miles / interval) | 884 | 251 | 224 | 147 | 221 | 118 | 221 | 200 | 93 | 466 | 251 | 261 | 268 | 944 |
| PHITD (p-miles / interval) | 884 | 251 | 224 | 147 | 221 | 118 | 221 | 200 | 93 | 466 | 251 | 261 | 268 | 944 |
| PHITV (p-miles / interval) | 884 | 251 | 224 | 147 | 221 | 118 | 221 | 200 | 93 | 466 | 251 | 261 | 268 | 944 |
| VHT (travel / interval (h)) | 11.85 | 3.77 | 3.00 | 2.31 | 3.40 | 1.85 | 3.67 | 2.89 | 1.54 | 8.69 | 3.60 | 4.31 | 4.33 | 14.42 |
| VHD-M (delay / interval) | 0.07 | 0.42 | 0.02 | 0.36 | 0.46 | 0.06 | 0.52 | 0.03 | 0.21 | 2.04 | 0.25 | 0.82 | 0.76 | 1.83 |
| VHD-R (delay / interval) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | |
| VHD-Access (delay / interval) | | | | | | | | | | | | | | |
| VHD-MDE (delay / interval) | | | | | | | | | | | | | | |
| VHD (delay / interval / interval) | 0.07 | 0.42 | 0.02 | 0.36 | 0.46 | 0.06 | 0.52 | 0.03 | 0.21 | 2.04 | 0.25 | 0.82 | 0.76 | 1.83 |
| Space Mean Speed (m) | 74.6 | 66.6 | 74.6 | 63.5 | 64.9 | 71.2 | 60.0 | 69.3 | 60.3 | 53.6 | 69.7 | 60.7 | 61.9 | 65.5 |
| Travel Time Index | 1.01 | 1.13 | 1.01 | 1.18 | 1.16 | 1.05 | 1.17 | 1.01 | 1.16 | 1.31 | 1.08 | 1.24 | 1.21 | 1.14 |

18:13:51 Table default setting saved.

18:13:58 Analysis period 1 selected

18:13:58 21 WB 2035 with Proj AM Scenario selected

18:16:02 Analysis period 1 selected

18:16:02 23 WB 2035 with Proj PM Scenario selected

18:30:03 Analysis period 1 selected

18:30:03 21 WB 2035 with Proj AM Scenario selected

18:30:07 Analysis period 1 selected

18:30:07 23 WB 2035 with Proj PM Scenario selected

18:30:09 Analysis period 1 selected

18:30:09 21 WB 2035 with Proj AM Scenario selected

18:30:53 Analysis period 1 selected

18:30:53 19 WB 2035 no Proj PM Scenario selected

Project Analyze Edit View Settings Toolbox Help

Project: FREEVAL-2015e - Z:\Shared\Projects\P21090 Iron Point Apartments\US 50\FREEVAL\EB\20 EB 2025 no Proj PMSeed

Global Input Fill Data Turn On Generate Delete Summary ATDM Analysis Configure Data Summary

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options Analysis Period (A.P.) Control

In & Out GP Only AP, 1/1 17:00 - 17:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 | Seg. 12 | Seg. 13 | Seg. 14 |
|--------------------------------------|--------|----------|--------|---------|---------|--------|---------|---------|--------|----------|---------|---------|---------|---------|
| General Purpose Segment Data | | | | | | | | | | | | | | |
| General Purpose Segment Name | | | | | | | | | | | | | | |
| General Purpose Segment Type | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,100 | 2,000 | 1,300 | 1,600 | 1,300 | 1,500 | 2,002 | 1,800 | 2,300 | 1,400 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Rolling | Rolling | Rolling |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 |
| # of Lanes: Mainline | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 |
| Free Flow Speed (mph) | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 4,205 | 4,205 | 3,219 | 3,712 | 3,993 | 2,410 | 3,352 | 3,839 | 3,839 | 2,774 | 3,852 | 4,242 | 4,242 | 4,242 |
| Mainline Single Unit Truck and Bu... | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.03 | 1.43 | 1.88 | 1.88 | 1.88 | 1.83 | 1.87 | 1.89 | 1.89 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Spee... | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | 400 | | | | | | | | | | | | | |
| ONR Side | Right | | | | | | | | | | | | | |
| # Lanes: ONR | 1 | | | | | | | | | | | | | |
| ONR Queue Capacity (veh/m) | 50 | | | | | | | | | | | | | |
| ONR Free Flow Speed (mph) | 45 | | | | | | | | | | | | | |
| ONR/Entering Dem. (vph) | 493 | | | | | | | | | | | | | |
| ONR Single Unit Truck and Bus (%) | 2.00 | | | | | | | | | | | | | |
| ONR Tractor Trailer (%) | 0.00 | | | | | | | | | | | | | |
| ONR Metering Type | None | | | | | | | | | | | | | |
| ONR Metering Fixed Rate (vph) | None | | | | | | | | | | | | | |
| OFR Side | Right | | | | | | | | | | | | | |
| # Lanes: OFR | 2 | | | | | | | | | | | | | |
| OFR Free Flow Speed (mph) | 45 | | | | | | | | | | | | | |
| OFR/Exit Dem. (vph) | 986 | | | | | | | | | | | | | |
| OFR Single Unit Truck and Bus (%) | 2.00 | | | | | | | | | | | | | |
| OFR Tractor Trailer (%) | 0.00 | | | | | | | | | | | | | |
| Weave Segment Ls (ft) | 1,500 | | | | | | | | | | | | | |
| Weave Segment LCRF | 1 | | | | | | | | | | | | | |
| Weave Segment LCFR | 1 | | | | | | | | | | | | | |
| Weave Segment LCR | 0 | | | | | | | | | | | | | |
| Weave Segment RW | 2 | | | | | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | 1 | | | | | | | | | | | | | |
| Process Segment Type | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | ONR-B | On Ramp | Basic |
| Speed (mph) | 59.7 | 59.1 | 67.7 | 57.7 | 52.2 | 68.3 | 59.1 | 56.9 | 64.9 | 61.9 | 73.1 | 74.3 | 67.9 | 72.7 |
| Total Density (veh/mile) | 35.2 | 36.8 | 23.8 | 30.4 | 25.5 | 17.2 | 27.8 | 31.9 | 29.6 | 21.3 | 19.0 | 16.4 | 20.8 | 19.4 |
| Total Density (pc/mile) | 35.9 | 37.5 | 24.2 | 31.0 | 26.0 | 17.2 | 28.2 | 32.5 | 30.1 | 21.7 | 19.3 | 16.8 | 21.4 | 20.0 |
| Influence Area Density (pc/mile) | 37.5 | | | | | | | | | | | | | |
| Adjusted Capacity (vph) | 4,708 | 4,708 | 4,706 | 4,706 | 5,046 | 4,799 | 4,732 | 4,711 | 4,711 | 4,711 | 4,714 | 7,003 | 7,001 | 7,001 |
| Adjusted Mainline Dem. (vph) | 4,205 | 4,205 | 3,219 | 3,712 | 3,993 | 2,410 | 3,352 | 3,839 | 3,839 | 2,774 | 3,852 | 4,242 | 4,242 | 4,242 |
| D/C | 0.89 | 0.89 | 0.68 | 0.79 | 0.79 | 0.50 | 0.71 | 0.81 | 0.81 | 0.81 | 0.59 | 0.52 | 0.61 | 0.61 |
| Mainline Volume Served (vph) | 4,205 | 4,205 | 3,219 | 3,712 | 3,993 | 2,410 | 3,352 | 3,839 | 3,839 | 2,774 | 3,852 | 4,242 | 4,242 | 4,242 |
| V/C | 0.89 | 0.89 | 0.68 | 0.79 | 0.79 | 0.50 | 0.71 | 0.81 | 0.81 | 0.81 | 0.59 | 0.52 | 0.61 | 0.61 |
| Adjusted ONR Dem. (vph) | 493 | | | | | | | | | | | | | |
| ONR Capacity (vph) | 2,059 | | | | | | | | | | | | | |
| ONR Volume Served (vph) | 493 | | | | | | | | | | | | | |
| ONR Avg RM Rate (vph) | 942 | | | | | | | | | | | | | |
| ONR Time RM Active (min) | 0.00 | | | | | | | | | | | | | |
| Adjusted OFR Dem. (vph) | 986 | | | | | | | | | | | | | |
| OFR Capacity (vph) | 2,059 | | | | | | | | | | | | | |
| OFR Volume Served (vph) | 986 | | | | | | | | | | | | | |
| Density Based LOS | E | E | C | D | C | B | D | D | D | C | C | B | B | C |
| Dam Based LOS | | | | | | | | | | | | | | |
| Mainline Queue Length (ft) | | | | | | | | | | | | | | |
| Mainline Queue Length (%) | | | | | | | | | | | | | | |
| ONR Queue (veh) | | | | | | | | | | | | | | |
| Actual Travel Time (min) | 1.01 | 0.29 | 0.35 | 0.39 | 0.28 | 0.27 | 0.25 | 0.30 | 0.35 | 0.33 | 0.36 | 0.21 | 0.25 | 0.83 |
| FFS Travel Time (min) | 0.86 | 0.24 | 0.34 | 0.32 | 0.21 | 0.26 | 0.21 | 0.24 | 0.30 | 0.27 | 0.35 | 0.21 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.15 | 0.04 | 0.01 | 0.07 | 0.07 | 0.01 | 0.04 | 0.06 | 0.05 | 0.06 | 0.01 | 0.00 | 0.02 | 0.03 |
| VMTD (veh-miles / interval) | 1,051 | 299 | 320 | 352 | 246 | 183 | 206 | 273 | 364 | 327 | 302 | 242 | 301 | 1,060 |
| VMTV (veh-miles / interval) | 1,051 | 299 | 320 | 352 | 246 | 183 | 206 | 273 | 364 | 327 | 302 | 242 | 301 | 1,060 |
| PMTD (p-miles / interval) | 1,051 | 299 | 320 | 352 | 246 | 183 | 206 | 273 | 364 | 327 | 302 | 242 | 301 | 1,060 |
| PMTV (p-miles / interval) | 1,051 | 299 | 320 | 352 | 246 | 183 | 206 | 273 | 364 | 327 | 302 | 242 | 301 | 1,060 |
| VHT (travel interval (hrs)) | 17.62 | 5.05 | 4.72 | 6.09 | 4.71 | 2.67 | 3.49 | 4.79 | 5.61 | 5.28 | 4.13 | 3.26 | 4.44 | 14.58 |
| VHD-M (delay / interval (hrs)) | 2.60 | 0.79 | 0.15 | 1.07 | 1.20 | 0.06 | 0.54 | 0.90 | 0.75 | 0.92 | 0.10 | 0.03 | 0.42 | 0.44 |
| VHD-R (delay / interval (hrs)) | 0.00 | | | | | | | | | | | | | |
| VHD-Access (delay / interval (hrs)) | 0.00 | | | | | | | | | | | | | |
| VHD-MDE (delay / interval (hrs)) | 0.00 | | | | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 2.60 | 0.79 | 0.15 | 1.07 | 1.20 | 0.06 | 0.54 | 0.90 | 0.75 | 0.92 | 0.10 | 0.03 | 0.42 | 0.44 |
| Space Mean Speed (mph) | 59.7 | 59.1 | 67.7 | 57.7 | 52.2 | 68.3 | 59.1 | 56.9 | 64.9 | 61.9 | 73.1 | 74.3 | 67.9 | 72.7 |
| Travel Time Index | 1.17 | 1.18 | 1.03 | 1.21 | 1.34 | 1.02 | 1.18 | 1.23 | 1.16 | 1.21 | 1.03 | 1.01 | 1.10 | 1.03 |

Project Analyze Edit View Settings Toolbox Help

ATDM Analysis

Global Input Fill Data Turn On Generate Delete Summary Configure Delete Summary

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options In & Out GP Only

Analysis Period (A.P.) Control AP: 3/1 7:00 - 7:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 | Seg. 12 | Seg. 13 | Seg. 14 |
|-----------------------------------|----------|----------|--------|---------|---------|--------|----------|--------|---------|---------|---------|---------|---------|---------|
| General Purpose Seg | 1 off@EB | | | 2 on@EB | 3 on@EB | 4 | 5 off@Oa | | 6 | 7 | | 9 on@PC | 10 on | |
| General Purpose Seg | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,200 | 1,200 | 1,500 | 800 | 1,500 | 1,700 | 700 | 2,500 | 1,600 | 1,600 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Truck-PC Equivalent | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 | 2.50 | 2.00 | 2.00 | 2.00 | 2.00 |
| # of Lanes - Mainline | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 |
| Free Flow Speed (mph) | 75 | 75 | 75 | 75 | 75 | 75 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 4,404 | 4,404 | 3,068 | 3,501 | 3,870 | 3,870 | 3,870 | 3,085 | 3,205 | 4,231 | 3,339 | 3,679 | 3,970 | 3,970 |
| Mainline Single Unit Tr | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. F | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Cap. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length | | 1,200 | | 300 | 1,200 | | 500 | | 500 | | | 200 | 1,200 | |
| OnR Side | | | | Right | Right | | | | Right | Right | | Right | Right | |
| # Lanes - OnR | | | | 1 | 1 | | | | 1 | 1 | | 1 | 1 | |
| OnR Queue Capacity (v) | | | | 50 | 50 | | | | 50 | 50 | | 50 | 50 | |
| OnR Free Flow Speed | | | | 45 | 45 | | | | 45 | 45 | | 45 | 45 | |
| OnR Entering Dem. (v) | | | | 433 | 369 | | | | 120 | 1,026 | | 340 | 291 | |
| OnR Single Unit Truck | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | | 2.00 | 2.00 | |
| OnR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | |
| OnR Metering Type | | | | None | None | | | | None | None | | None | None | |
| OnR Metering Fixed R. | | | | | | | | | | | | | | |
| OffR Side | | Right | | | | | Right | | | Right | | | | |
| # Lanes - OffR | | 2 | | | | | 1 | | | 1 | | | | |
| OffR Free Flow Speed | | 45 | | | | | 45 | | | 45 | | | | |
| OffR/Ext Dem. (vph) | | 1,336 | | | | | 785 | | | 892 | | | | |
| OffR Single Unit Truck | | 2.00 | | | | | 2.00 | | | 2.00 | | | | |
| OffR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | 0.00 | | | | |
| Weave Segment LS (ft) | | | | | | | | | 2,500 | | | | | |
| Weave Segment LCRF | | | | | | | | | 1 | | | | | |
| Weave Segment LCFR | | | | | | | | | 1 | | | | | |
| Weave Segment LCFR | | | | | | | | | 0 | | | | | |
| Weave Segment LCFR | | | | | | | | | 1 | | | | | |
| Weave Segment NW | | | | | | | | | 1 | | | | | |
| Ramp to Ramp Dem. (v) | | | | | | | | | 1 | | | | | |
| Processed Segment T | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic |
| Speed (mph) | 72.3 | 67.0 | 71.5 | 60.7 | 61.3 | 64.5 | 59.6 | 68.3 | 59.3 | 52.4 | 69.5 | 59.5 | 60.6 | 63.4 |
| Total Density (veh/mi) | 20.3 | 21.9 | 21.5 | 30.6 | 28.0 | 30.0 | 32.7 | 22.6 | 27.2 | 26.9 | 24.0 | 32.7 | 28.8 | 31.3 |
| Total Density (pc/mi) | 20.7 | 22.3 | 21.9 | 31.2 | 28.6 | 30.6 | 33.7 | 23.3 | 28.0 | 27.7 | 24.5 | 33.3 | 29.4 | 31.9 |
| Influence Area Density | | 17.3 | | 31.2 | 28.6 | | 33.7 | | 28.0 | | | 33.3 | 29.4 | |
| Adjusted Capacity (vph) | 7,059 | 7,059 | 4,706 | 4,706 | 4,706 | 4,706 | 4,660 | 4,660 | 5,145 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 |
| Adjusted Mainline Dem. | 4,404 | 4,404 | 3,068 | 3,501 | 3,870 | 3,870 | 3,870 | 3,085 | 3,205 | 4,231 | 3,339 | 3,679 | 3,970 | 3,970 |
| D/C | 0.62 | 0.62 | 0.65 | 0.74 | 0.82 | 0.82 | 0.83 | 0.66 | 0.69 | 0.82 | 0.71 | 0.78 | 0.84 | 0.84 |
| Mainline Volume Served | 4,404 | 4,404 | 3,068 | 3,501 | 3,870 | 3,870 | 3,870 | 3,085 | 3,205 | 4,231 | 3,339 | 3,679 | 3,970 | 3,970 |
| WC | 0.62 | 0.62 | 0.65 | 0.74 | 0.82 | 0.82 | 0.83 | 0.66 | 0.69 | 0.82 | 0.71 | 0.78 | 0.84 | 0.84 |
| Adjusted OnR Dem. (v) | | | | 433 | 369 | | | | 120 | 1,026 | | 340 | 291 | |
| OnR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,039 | 2,039 | | 2,059 | 2,059 | |
| OnR Volume Served (v) | | | | 433 | 369 | | | | 120 | 1,026 | | 340 | 291 | |
| OnR Aug RM Rate (vph) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | |
| OnR Time RM Active (v) | | | | | | | | | | | | | | |
| Adjusted OffR Dem. (v) | | 1,336 | | | | | 785 | | | 892 | | | | |
| OffR Capacity (vph) | | 4,116 | | | | | 2,039 | | | 2,039 | | | | |
| OffR Volume Served (v) | | 1,336 | | | | | 785 | | | 892 | | | | |
| Density Based LOS | C | B | C | D | D | D | D | C | D | C | C | D | D | D |
| Dem. Based LOS | | | | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | | | | |
| OnR Queue (veh) | | | | | | | | | | | | | | |
| Actual Travel Time (min) | 0.83 | 0.25 | 0.35 | 0.22 | 0.28 | 0.14 | 0.29 | 0.28 | 0.13 | 0.54 | 0.26 | 0.31 | 0.28 | 0.95 |
| FFS Travel Time (min) | 0.80 | 0.23 | 0.33 | 0.18 | 0.23 | 0.12 | 0.24 | 0.28 | 0.11 | 0.41 | 0.24 | 0.24 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.03 | 0.03 | 0.02 | 0.04 | 0.05 | 0.02 | 0.04 | 0.01 | 0.02 | 0.14 | 0.02 | 0.06 | 0.05 | 0.15 |
| VMTD (veh-miles / interval) | 1,101 | 313 | 320 | 199 | 275 | 147 | 275 | 248 | 106 | 501 | 253 | 279 | 282 | 992 |
| VMTI (veh-miles / interval) | 1,101 | 313 | 320 | 199 | 275 | 147 | 275 | 248 | 106 | 501 | 253 | 279 | 282 | 992 |
| PHITD (p-miles / interval) | 1,101 | 313 | 320 | 199 | 275 | 147 | 275 | 248 | 106 | 501 | 253 | 279 | 282 | 992 |
| PHITI (p-miles / interval) | 1,101 | 313 | 320 | 199 | 275 | 147 | 275 | 248 | 106 | 501 | 253 | 279 | 282 | 992 |
| VHT (travel / interval (h)) | 15.24 | 4.66 | 4.47 | 3.28 | 4.48 | 2.27 | 4.61 | 3.64 | 1.79 | 9.56 | 3.64 | 4.68 | 4.65 | 15.66 |
| VHD-M (delay / interval) | 0.56 | 0.49 | 0.21 | 0.62 | 0.82 | 0.32 | 0.68 | 0.09 | 0.27 | 2.41 | 0.26 | 0.97 | 0.89 | 2.42 |
| VHD-R (delay / interval) | | | | 0.00 | 0.00 | | | | | 0.00 | 0.00 | 0.00 | 0.00 | |
| VHD-A (delay / interval) | | | | | | | | | | | | | | |
| VHD-MDE (delay / interval) | 0.00 | | | | | | | | | | | | | |
| VHD (delay / interval / interval) | 0.56 | 0.49 | 0.21 | 0.62 | 0.82 | 0.32 | 0.68 | 0.09 | 0.27 | 2.41 | 0.26 | 0.97 | 0.89 | 2.42 |
| Space Mean Speed (m) | 72.3 | 67.0 | 71.5 | 60.7 | 61.3 | 64.5 | 59.6 | 68.3 | 59.3 | 52.4 | 69.5 | 59.5 | 60.6 | 63.4 |
| Travel Time Index | 1.04 | 1.12 | 1.05 | 1.24 | 1.22 | 1.16 | 1.17 | 1.03 | 1.18 | 1.34 | 1.08 | 1.26 | 1.24 | 1.16 |

18:10:46 Analysis period 1 selected
 18:10:46 23 WB 2035 with Proj AM Scenario selected
 18:13:51 Table default setting saved
 18:13:58 Analysis period 1 selected
 18:13:58 21 WB 2035 with Proj AM Scenario selected
 18:16:02 Analysis period 1 selected
 18:16:02 23 WB 2035 with Proj AM Scenario selected
 18:30:03 Analysis period 1 selected
 18:30:03 21 WB 2035 with Proj AM Scenario selected
 18:30:07 Analysis period 1 selected
 18:30:07 23 WB 2035 with Proj AM Scenario selected
 18:30:09 Analysis period 1 selected
 18:30:09 21 WB 2035 with Proj AM Scenario selected

Project Analyze Edit View Settings Toolbox Help

Project: FREEVAL-2015e - Z:\Shared\Projects\P21090 Iron Point Apartments\US 50\FREEVAL\EB\22 EB 2025 with Proj AM.dwg

Global Input Fill Data Turn On Generate Delete Summary Compare Delete Summary

Managed Lanes Reliability Analysis (RL) ATDM Analysis

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options Analysis Period (A.P.) Control

In & Out GP Only A.P. 1/1 17:00 - 17:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 | Seg. 12 | Seg. 13 | Seg. 14 |
|--|--------|----------|--------|---------|---------|--------|---------|---------|--------|----------|---------|---------|---------|---------|
| General Purpose Segment Data | | | | | | | | | | | | | | |
| General Purpose Segment Name | 11 | 12 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | |
| General Purpose Segment Type | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,100 | 2,000 | 1,300 | 1,600 | 1,300 | 1,500 | 2,002 | 1,800 | 2,300 | 1,400 | 1,500 | 5,280 |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Rolling | Rolling | Rolling |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 |
| # of Lanes: Mainline | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 |
| Free Flow Speed (mph) | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 4,010 | 4010 | 3089 | 3206 | 3625 | 2502 | 2785 | 3116 | 3116 | 3116 | 2064 | 2438 | 2841 | 2841 |
| Mainline Single Unit Truck and Bu. (%) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.65 | 1.10 | 1.51 | 1.51 | 1.51 | 1.26 | 1.37 | 1.46 | 1.46 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Speed | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | | 400 | | 600 | | | 500 | 500 | | 1,800 | | 1,400 | 1,400 | |
| ONR Side | | | | Right | Right | | Right | Right | | | | Right | Right | |
| # Lanes: ONR | | | | 1 | 1 | | 1 | 1 | | | | 1 | 1 | |
| ONR Queue Capacity (veh/m) | | | | 50 | 50 | | 50 | 50 | | | | 50 | 50 | |
| ONR Free Flow Speed (mph) | | | | 45 | 45 | | 45 | 45 | | | | 45 | 45 | |
| ONR Entering Dem. (vph) | | | | 117 | 419 | | 283 | 331 | | | | 374 | 403 | |
| ONR Single Unit Truck and Bus (%) | | | | 2.00 | 2.00 | | 5.00 | 5.00 | | | | 2.00 | 2.00 | |
| ONR Tractor Trailer (%) | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| ONR Metering Type | | | | None | None | | None | None | | | | None | None | |
| ONR Metering Fixed Rate (vph) | | | | | | | | | | | | | | |
| OFR Side | | Right | | | Right | | | | | Right | | | | |
| # Lanes: OFR | | 1 | | | 1 | | | | | 2 | | | | |
| OFR Free Flow Speed (mph) | | 45 | | | 45 | | | | | 45 | | | | |
| OFR Exit Dem. (vph) | | 921 | | | 1,123 | | | | | 1,052 | | | | |
| OFR Single Unit Truck and Bus (%) | | 2.00 | | | 5.00 | | | | | 2.00 | | | | |
| OFR Tractor Trailer (%) | | 0.00 | | | 0.00 | | | | | 0.00 | | | | |
| Weave Segment Ls (ft) | | | | | 1,500 | | | | | | | | | |
| Weave Segment LCRF | | | | | 1 | | | | | | | | | |
| Weave Segment LCFR | | | | | 1 | | | | | | | | | |
| Weave Segment LCR | | | | | 0 | | | | | | | | | |
| Weave Segment HW | | | | | 2 | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | | | | | 1 | | | | | | | | | |
| Process Segment Type | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | ONR-B | On Ramp | Basic |
| Speed (mph) | 61.7 | 59.3 | 68.4 | 59.7 | 54.2 | 68.5 | 60.5 | 59.7 | 71.3 | 62.0 | 74.5 | 75.0 | 69.4 | 75.0 |
| Total Density (veh/mile) | 32.5 | 35.1 | 22.6 | 26.6 | 22.3 | 17.9 | 23.8 | 26.4 | 21.9 | 15.0 | 13.8 | 10.8 | 13.6 | 12.6 |
| Total Density (pc/mile) | 33.1 | 35.8 | 23.0 | 27.2 | 22.7 | 18.0 | 24.1 | 28.8 | 22.2 | 15.3 | 13.9 | 11.1 | 13.9 | 12.9 |
| Influence Area Density (pc/mile) | | 35.8 | | 27.2 | | 24.1 | 26.8 | | 15.3 | | 0.0 | 11.7 | | |
| Adjusted Capacity (vph) | 4,708 | 4,708 | 4,706 | 4,706 | 5,539 | 4,769 | 4,748 | 4,729 | 4,729 | 4,729 | 4,740 | 7,055 | 7,045 | 7,045 |
| Adjusted Mainline Dem. (vph) | 4,010 | 4,010 | 3,089 | 3,206 | 3,625 | 2,502 | 2,785 | 3,116 | 3,116 | 3,116 | 2,064 | 2,438 | 2,841 | 2,841 |
| D/C | 0.85 | 0.85 | 0.66 | 0.68 | 0.65 | 0.52 | 0.59 | 0.66 | 0.66 | 0.66 | 0.44 | 0.35 | 0.40 | 0.40 |
| Mainline Volume Served (vph) | 4,010 | 4,010 | 3,089 | 3,206 | 3,625 | 2,502 | 2,785 | 3,116 | 3,116 | 3,116 | 2,064 | 2,438 | 2,841 | 2,841 |
| V/C | 0.85 | 0.85 | 0.66 | 0.68 | 0.65 | 0.52 | 0.59 | 0.66 | 0.66 | 0.66 | 0.44 | 0.35 | 0.40 | 0.40 |
| Adjusted ONR Dem. (vph) | | | | 117 | 419 | | 283 | 331 | | | | 374 | 403 | |
| ONR Capacity (vph) | | | | 2,059 | 2,059 | | 2,077 | 2,069 | | | | 2,058 | 2,055 | |
| ONR Volume Served (vph) | | | | 117 | 419 | | 283 | 331 | | | | 374 | 403 | |
| ONR Avg RM Rate (vph) | | | | | | | | | | | | | | |
| ONR Time RM Active (min) | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| Adjusted OFR Dem. (vph) | | 921 | | | 1,123 | | | | | 1,052 | | | | |
| OFR Capacity (vph) | | 2,059 | | | 2,059 | | | | | 4,138 | | | | |
| OFR Volume Served (vph) | | 921 | | | 1,123 | | | | | 1,052 | | | | |
| Density Based LOS | D | E | C | C | C | B | C | C | C | C | B | B | B | B |
| Dam Based LOS | | | | | | | | | | | | | | |
| Mainline Queue Length (ft) | | | | | | | | | | | | | | |
| Mainline Queue Length (%) | | | | | | | | | | | | | | |
| ONR Queue (veh) | | | | | | | | | | | | | | |
| Actual Travel Time (min) | 0.97 | 0.29 | 0.35 | 0.38 | 0.27 | 0.27 | 0.24 | 0.29 | 0.32 | 0.33 | 0.35 | 0.21 | 0.25 | 0.80 |
| FFS Travel Time (min) | 0.86 | 0.24 | 0.34 | 0.32 | 0.21 | 0.26 | 0.21 | 0.24 | 0.30 | 0.27 | 0.35 | 0.21 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.11 | 0.04 | 0.01 | 0.06 | 0.06 | 0.01 | 0.03 | 0.04 | 0.02 | 0.06 | 0.00 | 0.00 | 0.02 | 0.00 |
| VMTD (veh-miles / interval) | 1,002 | 285 | 307 | 304 | 223 | 190 | 171 | 221 | 295 | 266 | 225 | 162 | 202 | 710 |
| VMTV (veh-miles / interval) | 1,002 | 285 | 307 | 304 | 223 | 190 | 171 | 221 | 295 | 266 | 225 | 162 | 202 | 710 |
| PMTD (p-miles / interval) | 1,002 | 285 | 307 | 304 | 223 | 190 | 171 | 221 | 295 | 266 | 225 | 162 | 202 | 710 |
| PMTV (p-miles / interval) | 1,002 | 285 | 307 | 304 | 223 | 190 | 171 | 221 | 295 | 266 | 225 | 162 | 202 | 710 |
| VHT (travel / interval (hrs)) | 16.24 | 4.80 | 4.49 | 5.09 | 4.12 | 2.77 | 2.83 | 3.71 | 4.14 | 4.28 | 3.02 | 2.16 | 2.91 | 9.47 |
| VHD-M (delay / interval (hrs)) | 1.92 | 0.74 | 0.10 | 0.75 | 0.93 | 0.06 | 0.39 | 0.54 | 0.21 | 0.74 | 0.02 | 0.00 | 0.22 | 0.00 |
| VHD-R (delay / interval (hrs)) | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | 0.00 | 0.00 | |
| VHD-Access (delay / interval (hrs)) | | | | | | | | | | | | | | |
| VHD-MDE (delay / interval (hrs)) | 0.00 | | | | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 1.92 | 0.74 | 0.10 | 0.75 | 0.93 | 0.06 | 0.39 | 0.54 | 0.21 | 0.74 | 0.02 | 0.00 | 0.22 | 0.00 |
| Space Mean Speed (mph) | 61.7 | 59.3 | 68.4 | 59.7 | 54.2 | 68.5 | 60.5 | 59.7 | 71.3 | 62.0 | 74.5 | 75.0 | 69.4 | 75.0 |
| Travel Time Index | 1.13 | 1.18 | 1.02 | 1.17 | 1.29 | 1.02 | 1.16 | 1.17 | 1.05 | 1.21 | 1.01 | 1.00 | 1.08 | 1.00 |

Project Analyze Edit View Settings Toolbox Help

Global Input Fill Data Turn On Managed Lanes Reliability Analysis (RL) Generate Delete Summary ATDM Analysis Configure Delete Summary

Single Seed/Scenario ID Compare Result Contours Analysis Period Summary Segment & Facility Summary

Table Display Options Analysis Period (A.P.) Control

In & Out GP Only AP: 3/1 7:00 - 7:15 First Last Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 | Seg. 12 | Seg. 13 | Seg. 14 |
|-----------------------------------|--------|----------|--------|---------|---------|--------|----------|--------|---------|---------|---------|---------|---------|---------|
| General Purpose Seg | 1 | | | 2 | 3 | 4 | 5 | | 6 | 7 | | 9 | 10 | |
| General Purpose Seg | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic |
| General Purpose Seg | 5,280 | 1,500 | 2,200 | 1,200 | 1,500 | 800 | 1,500 | 1,700 | 2,500 | 1,600 | 1,600 | 1,500 | 5,280 | |
| Segment Length (ft) | | | | | | | | | | | | | | |
| Terrain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Truck-PC Equivalent | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 | 2.00 | 2.00 | 2.00 | 2.00 |
| # of Lanes - Mainline | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 |
| Free Flow Speed (mph) | 75 | 75 | 75 | 75 | 75 | 75 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 3,541 | 3,541 | 2,153 | 2,594 | 3,114 | 3,114 | 3,114 | 2,487 | 2,797 | 3,941 | 3,325 | 3,459 | 3,786 | 3,786 |
| Mainline Single Unit Tr | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Mainline Tractor Trailer | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. (v) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. (v) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Cap. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length | | 1,200 | | 300 | 1,200 | | 500 | | 500 | | 200 | 1,200 | | |
| OnR Side | | | | Right | Right | | | | Right | Right | | Right | Right | |
| # Lanes - OnR | | | | 1 | 1 | | | | 1 | 1 | | 1 | 1 | |
| OnR Queue Capacity (v) | | | | 50 | 50 | | | | 50 | 50 | | 50 | 50 | |
| OnR Free Flow Speed | | | | 45 | 45 | | | | 45 | 45 | | 45 | 45 | |
| OnR Entering Dem. (v) | | | | 441 | 520 | | | | 310 | 1,144 | | 134 | 327 | |
| OnR Single Unit Truck | | | | 2.00 | 2.00 | | | | 2.00 | 2.00 | | 2.00 | 2.00 | |
| OnR Tractor Trailer (%) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | |
| OnR Metering Type | | | | None | None | | | | None | None | | None | None | |
| OnR Metering Fixed R. | | | | | | | | | | | | | | |
| OffR Side | | Right | | | | | Right | | | Right | | | | |
| # Lanes - OffR | | 2 | | | | | 1 | | | 1 | | | | |
| OffR Free Flow Speed | | 45 | | | | | 45 | | | 45 | | | | |
| OffR/Ext Dem. (vph) | | 1,388 | | | | | 627 | | | 616 | | | | |
| OffR Single Unit Truck | | 2.00 | | | | | 2.00 | | | 2.00 | | | | |
| OffR Tractor Trailer (%) | | 0.00 | | | | | 0.00 | | | 0.00 | | | | |
| Weave Segment LS (ft) | | | | | | | | | 2,500 | | | | | |
| Weave Segment LCRF | | | | | | | | | 1 | | | | | |
| Weave Segment LCFR | | | | | | | | | 1 | | | | | |
| Weave Segment LCFR | | | | | | | | | 0 | | | | | |
| Weave Segment NW | | | | | | | | | 1 | | | | | |
| Ramp to Ramp Dem. (v) | | | | | | | | | 1 | | | | | |
| Processed Segment T | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic |
| Speed (mph) | 74.5 | 66.6 | 74.6 | 63.5 | 64.9 | 71.2 | 60.0 | 69.3 | 60.3 | 53.5 | 69.6 | 60.6 | 61.9 | 65.4 |
| Total Density (veh/mi) | 15.8 | 17.7 | 14.4 | 23.6 | 22.0 | 21.9 | 26.3 | 17.8 | 23.9 | 24.5 | 23.9 | 31.1 | 27.4 | 28.9 |
| Total Density (pc/mi) | 16.2 | 18.1 | 14.7 | 24.0 | 22.5 | 22.3 | 27.1 | 18.3 | 24.7 | 25.3 | 24.3 | 31.7 | 27.9 | 29.5 |
| Influence Area Density | | 14.1 | | 24.0 | 22.5 | | 27.1 | | 24.7 | | | 31.7 | 27.9 | |
| Adjusted Capacity (vph) | 7,059 | 7,059 | 4,706 | 4,706 | 4,706 | 4,706 | 4,660 | 4,660 | 5,223 | 4,706 | 4,706 | 4,706 | 4,706 | 4,706 |
| Adjusted Mainline Dem. | 3,541 | 3,541 | 2,153 | 2,594 | 3,114 | 3,114 | 3,114 | 2,487 | 2,797 | 3,941 | 3,325 | 3,459 | 3,786 | 3,786 |
| D/C | 0.50 | 0.50 | 0.46 | 0.55 | 0.66 | 0.66 | 0.67 | 0.53 | 0.60 | 0.75 | 0.71 | 0.74 | 0.80 | 0.80 |
| Mainline Volume Served | 3,541 | 3,541 | 2,153 | 2,594 | 3,114 | 3,114 | 3,114 | 2,487 | 2,797 | 3,941 | 3,325 | 3,459 | 3,786 | 3,786 |
| WC | 0.50 | 0.50 | 0.46 | 0.55 | 0.66 | 0.66 | 0.67 | 0.53 | 0.60 | 0.75 | 0.71 | 0.74 | 0.80 | 0.80 |
| Adjusted OnR Dem. (v) | | | | 441 | 520 | | | | 310 | 1,144 | | 134 | 327 | |
| OnR Capacity (vph) | | | | 2,059 | 2,059 | | | | 2,039 | 2,039 | | 2,059 | 2,059 | |
| OnR Volume Served (v) | | | | 441 | 520 | | | | 310 | 1,144 | | 134 | 327 | |
| OnR Avg R/M Rate (vph) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | |
| OnR Time R/M Active (v) | | | | | | | | | | | | | | |
| Adjusted OffR Dem. (v) | | 1,388 | | | | | 627 | | 616 | | | | | |
| OffR Capacity (vph) | | 4,118 | | | | | 2,039 | | 2,039 | | | | | |
| OffR Volume Served (v) | | 1,388 | | | | | 627 | | 616 | | | | | |
| Density Based LOS | B | B | B | C | C | C | C | C | C | C | C | D | C | D |
| Dem. Based LOS | | | | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | | | | |
| Mainline Queue Length | | | | | | | | | | | | | | |
| OnR Queue (veh) | | | | | | | | | | | | | | |
| Actual Travel Time (min) | 0.80 | 0.26 | 0.34 | 0.21 | 0.26 | 0.13 | 0.28 | 0.28 | 0.13 | 0.53 | 0.26 | 0.30 | 0.28 | 0.92 |
| FFS Travel Time (min) | 0.80 | 0.23 | 0.33 | 0.18 | 0.23 | 0.12 | 0.24 | 0.28 | 0.11 | 0.41 | 0.24 | 0.24 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.00 | 0.03 | 0.00 | 0.03 | 0.04 | 0.01 | 0.04 | 0.00 | 0.02 | 0.12 | 0.02 | 0.05 | 0.05 | 0.12 |
| VMTD (veh-miles / hrs) | 885 | 251 | 224 | 147 | 221 | 118 | 221 | 200 | 93 | 467 | 252 | 262 | 269 | 946 |
| VMTD (veh-miles / interval) | 885 | 251 | 224 | 147 | 221 | 118 | 221 | 200 | 93 | 467 | 252 | 262 | 269 | 946 |
| PHITD (p-miles / interval) | 885 | 251 | 224 | 147 | 221 | 118 | 221 | 200 | 93 | 467 | 252 | 262 | 269 | 946 |
| PHITD (p-miles / interval) | 885 | 251 | 224 | 147 | 221 | 118 | 221 | 200 | 93 | 467 | 252 | 262 | 269 | 946 |
| VHT (travel / interval (h)) | 11.88 | 3.78 | 3.01 | 2.32 | 3.41 | 1.66 | 3.68 | 2.89 | 1.54 | 8.72 | 3.62 | 4.32 | 4.35 | 14.47 |
| VHD-M (delay / interval) | 0.07 | 0.42 | 0.02 | 0.36 | 0.46 | 0.06 | 0.52 | 0.03 | 0.21 | 2.05 | 0.26 | 0.83 | 0.76 | 1.85 |
| VHD-R (delay / interval) | | | | 0.00 | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | |
| VHD-Access (delay / interval) | | | | | | | | | | | | | | |
| VHD-MDE (delay / interval) | | | | | | | | | | | | | | |
| VHD (delay / interval / interval) | 0.07 | 0.42 | 0.02 | 0.36 | 0.46 | 0.06 | 0.52 | 0.03 | 0.21 | 2.05 | 0.26 | 0.83 | 0.76 | 1.85 |
| Space Mean Speed (m) | 74.5 | 66.6 | 74.6 | 63.5 | 64.9 | 71.2 | 60.0 | 69.3 | 60.3 | 53.5 | 69.6 | 60.6 | 61.9 | 65.4 |
| Travel Time Index | 1.01 | 1.13 | 1.01 | 1.18 | 1.16 | 1.05 | 1.17 | 1.01 | 1.16 | 1.31 | 1.08 | 1.24 | 1.21 | 1.15 |

- Proj AM Scenario selected
- 18:09:36 Project Renamed
- 18:09:38 Analysis period 1 selected
- 18:09:38 WB 2026 no Proj AM Scenario selected
- 18:09:47 Project Renamed
- 18:09:48 Analysis period 1 selected
- 18:09:48 WB 2026 with Proj AM Scenario selected
- 18:09:55 Project Renamed
- 18:09:57 Analysis period 1 selected
- 18:09:57 WB 2026 with Proj PM Scenario selected
- 18:10:03 Project Renamed
- 18:10:05 Analysis period 1 selected
- 18:10:05 WB 2026 no Proj AM Scenario selected
- 18:10:15 Project Renamed

Project: FREEVAL-2015e - Z:\Shared\Projects\P21090 Iron Point Apartments\US 50\FREEVAL\EB\24 EB 2025 with Proj PM\Freeval

File Edit View Settings Toolbox Help

Reliability Analysis (RL) | ATDM Analysis

Global Input | Fill Data | Turn On | Generate | Delete | Summary | Configure | Data | Summary

Single Seed/Scenario ID | Compare | Result Contours | Analysis Period Summary | Segment & Facility Summary

Table Display Options | Analysis Period (A.P.) Control

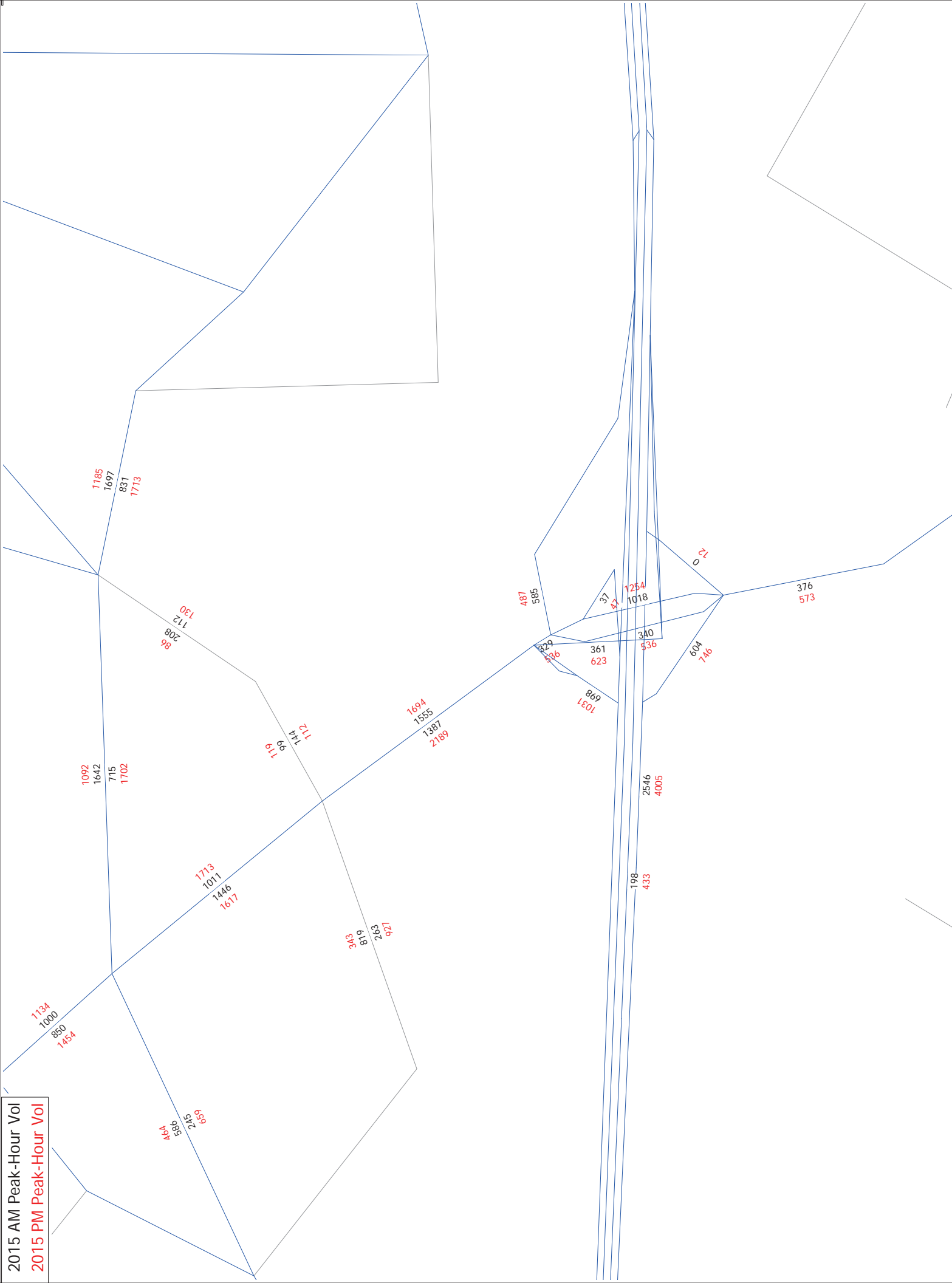
In & Out | GP Only | A.P. 1/1 | 17:00 - 17:15 | First | Last | Jump To

| Segment | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Seg. 6 | Seg. 7 | Seg. 8 | Seg. 9 | Seg. 10 | Seg. 11 | Seg. 12 | Seg. 13 | Seg. 14 |
|--------------------------------------|--------|----------|--------|---------|---------|--------|---------|---------|--------|----------|---------|---------|---------|---------|
| General Purpose Segment Data | | | | | | | | | | | | | | |
| General Purpose Segment Name | | | | | | | | | | | | | | |
| General Purpose Segment Type | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | On Ramp | On Ramp | Basic |
| Segment Length (ft) | 5,280 | 1,500 | 2,100 | 2,000 | 1,300 | 1,600 | 1,300 | 1,500 | 2,002 | 1,800 | 2,300 | 1,400 | 1,500 | 5,280 |
| Terrain | | | | | | | | | | | | | | |
| Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Truck-PC Equivalent (ET) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.50 | 2.50 | 2.50 |
| # of Lanes: Mainline | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 |
| Free Flow Speed (mph) | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 75 | 75 | 75 | 75 | 75 | 75 |
| Mainline Dem. (vph) | 4,219 | 4,219 | 3,233 | 3,726 | 4,007 | 2,410 | 3,352 | 3,844 | 3,844 | 2,779 | 3,857 | 4,247 | 4,247 | 4,247 |
| Mainline Single Unit Truck and Bu... | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.01 | 1.41 | 1.87 | 1.87 | 1.87 | 1.82 | 1.87 | 1.88 | 1.88 |
| Mainline Tractor Trailer (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Seed Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Entering Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Exit Dem. Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Free Flow Speed Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Capacity Adj. Fac. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Seed Driver Pop. Free Flow Spee | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Acc/Dec Lane Length (ft) | 400 | | | | | | | | | | | | | |
| ONR Side | | | | | | | | | | | | | | |
| # Lanes: ONR | | | | | | | | | | | | | | |
| ONR Queue Capacity (veh/m) | | | | | | | | | | | | | | |
| ONR Free Flow Speed (mph) | | | | | | | | | | | | | | |
| ONR/Entering Dem. (vph) | | | | | | | | | | | | | | |
| ONR Single Unit Truck and Bus (%) | | | | | | | | | | | | | | |
| ONR Tractor Trailer (%) | | | | | | | | | | | | | | |
| ONR Metering Type | | | | | | | | | | | | | | |
| ONR Metering Fixed Rate (vph) | | | | | | | | | | | | | | |
| OFR Side | | | | | | | | | | | | | | |
| # Lanes: OFR | | | | | | | | | | | | | | |
| OFR Free Flow Speed (mph) | | | | | | | | | | | | | | |
| OFR/Exit Dem. (vph) | | | | | | | | | | | | | | |
| OFR Single Unit Truck and Bus (%) | | | | | | | | | | | | | | |
| OFR Tractor Trailer (%) | | | | | | | | | | | | | | |
| Weave Segment Ls (ft) | | | | | | | | | | | | | | |
| Weave Segment LCRF | | | | | | | | | | | | | | |
| Weave Segment LCFR | | | | | | | | | | | | | | |
| Weave Segment LCR | | | | | | | | | | | | | | |
| Weave Segment RW | | | | | | | | | | | | | | |
| Ramp to Ramp Dem. (vph) | | | | | | | | | | | | | | |
| Processed Segment Type | Basic | Off Ramp | Basic | On Ramp | Weaving | Basic | On Ramp | On Ramp | Basic | Off Ramp | Basic | ONR-B | On Ramp | Basic |
| Speed (mph) | 59.5 | 59.1 | 67.7 | 57.6 | 52.1 | 68.3 | 59.1 | 56.9 | 64.9 | 61.9 | 73.1 | 74.3 | 67.9 | 72.7 |
| Total Density (veh/mile) | 35.4 | 36.9 | 23.9 | 30.5 | 25.6 | 17.2 | 27.8 | 31.9 | 29.6 | 21.3 | 19.0 | 16.4 | 20.9 | 19.5 |
| Total Density (pc/mile) | 36.2 | 37.7 | 24.4 | 31.1 | 26.1 | 17.2 | 28.2 | 32.5 | 30.2 | 21.7 | 19.4 | 16.9 | 21.4 | 20.0 |
| Influence Area Density (pc/mile) | 37.7 | | | | | | | | | | | | | |
| Adjusted Capacity (vph) | 4,708 | 4,708 | 4,706 | 4,706 | 5,026 | 4,799 | 4,733 | 4,712 | 4,712 | 4,712 | 4,714 | 7,004 | 7,002 | 7,002 |
| Adjusted Mainline Dem. (vph) | 4,219 | 4,219 | 3,233 | 3,726 | 4,007 | 2,410 | 3,352 | 3,844 | 3,844 | 2,779 | 3,857 | 4,247 | 4,247 | 4,247 |
| D/C | 0.90 | 0.90 | 0.89 | 0.79 | 0.80 | 0.50 | 0.71 | 0.82 | 0.82 | 0.82 | 0.59 | 0.52 | 0.61 | 0.61 |
| Mainline Volume Served (vph) | 4,219 | 4,219 | 3,233 | 3,726 | 4,007 | 2,410 | 3,352 | 3,844 | 3,844 | 2,779 | 3,857 | 4,247 | 4,247 | 4,247 |
| V/C | 0.90 | 0.90 | 0.89 | 0.79 | 0.80 | 0.50 | 0.71 | 0.82 | 0.82 | 0.82 | 0.59 | 0.52 | 0.61 | 0.61 |
| Adjusted ONR Dem. (vph) | 493 | | | | | | | | | | | | | |
| ONR Capacity (vph) | 2,059 | | | | | | | | | | | | | |
| ONR Volume Served (vph) | 493 | | | | | | | | | | | | | |
| ONR Avg RM Rate (vph) | 492 | | | | | | | | | | | | | |
| ONR Time RM Active (min) | 0.00 | | | | | | | | | | | | | |
| Adjusted OFR Dem. (vph) | 986 | | | | | | | | | | | | | |
| OFR Capacity (vph) | 2,059 | | | | | | | | | | | | | |
| OFR Volume Served (vph) | 986 | | | | | | | | | | | | | |
| Density Based LOS | E | E | C | D | C | B | D | D | D | C | C | B | B | C |
| Dam Based LOS | | | | | | | | | | | | | | |
| Mainline Queue Length (ft) | | | | | | | | | | | | | | |
| Mainline Queue Length (veh) | | | | | | | | | | | | | | |
| ONR Queue (veh) | | | | | | | | | | | | | | |
| Actual Travel Time (min) | 1.01 | 0.29 | 0.35 | 0.39 | 0.28 | 0.27 | 0.25 | 0.30 | 0.35 | 0.33 | 0.36 | 0.21 | 0.25 | 0.83 |
| FFS Travel Time (min) | 0.86 | 0.24 | 0.34 | 0.32 | 0.21 | 0.26 | 0.21 | 0.24 | 0.30 | 0.27 | 0.35 | 0.21 | 0.23 | 0.80 |
| Mainline Delay (min) | 0.15 | 0.04 | 0.01 | 0.07 | 0.07 | 0.01 | 0.04 | 0.06 | 0.05 | 0.06 | 0.01 | 0.00 | 0.02 | 0.03 |
| VMTD (veh-miles / interval) | 1,055 | 300 | 321 | 353 | 247 | 183 | 206 | 273 | 364 | 328 | 303 | 242 | 302 | 1,062 |
| VMTV (veh-miles / interval) | 1,055 | 300 | 321 | 353 | 247 | 183 | 206 | 273 | 364 | 328 | 303 | 242 | 302 | 1,062 |
| PMTD (p-miles / interval) | 1,055 | 300 | 321 | 353 | 247 | 183 | 206 | 273 | 364 | 328 | 303 | 242 | 302 | 1,062 |
| PMTV (p-miles / interval) | 1,055 | 300 | 321 | 353 | 247 | 183 | 206 | 273 | 364 | 328 | 303 | 242 | 302 | 1,062 |
| VHT (travel / interval (hrs)) | 17.72 | 5.07 | 4.75 | 6.12 | 4.73 | 2.67 | 3.49 | 4.80 | 5.82 | 5.29 | 4.14 | 3.26 | 4.44 | 14.60 |
| VHD-M (delay / interval (hrs)) | 2.65 | 0.79 | 0.16 | 1.08 | 1.21 | 0.07 | 0.54 | 0.90 | 0.76 | 0.92 | 0.11 | 0.03 | 0.42 | 0.45 |
| VHD-R (delay / interval (hrs)) | 0.00 | | | | | | | | | | | | | |
| VHD-Access (delay / interval (hrs)) | 0.00 | | | | | | | | | | | | | |
| VHD-MDE (delay / interval (hrs)) | 0.00 | | | | | | | | | | | | | |
| VHD (delay / interval (hrs)) | 2.65 | 0.79 | 0.16 | 1.08 | 1.21 | 0.07 | 0.54 | 0.90 | 0.76 | 0.92 | 0.11 | 0.03 | 0.42 | 0.45 |
| Space Mean Speed (mph) | 59.5 | 59.1 | 67.7 | 57.6 | 52.1 | 68.3 | 59.1 | 56.9 | 64.9 | 61.9 | 73.1 | 74.3 | 67.9 | 72.7 |
| Travel Time Index | 1.18 | 1.18 | 1.03 | 1.21 | 1.34 | 1.02 | 1.18 | 1.23 | 1.16 | 1.21 | 1.03 | 1.01 | 1.11 | 1.03 |

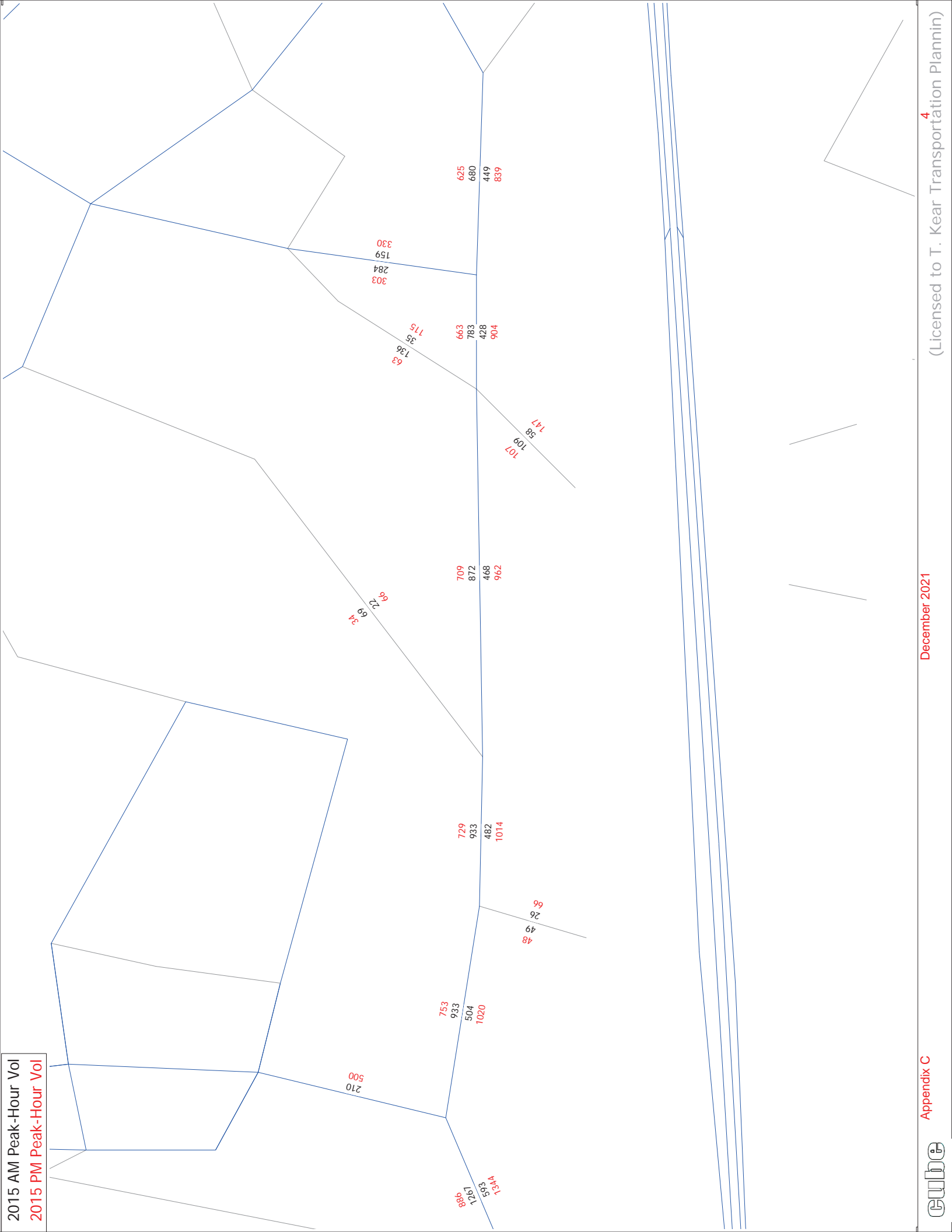
Appendix C: Travel Demand Model and NCHRP 255

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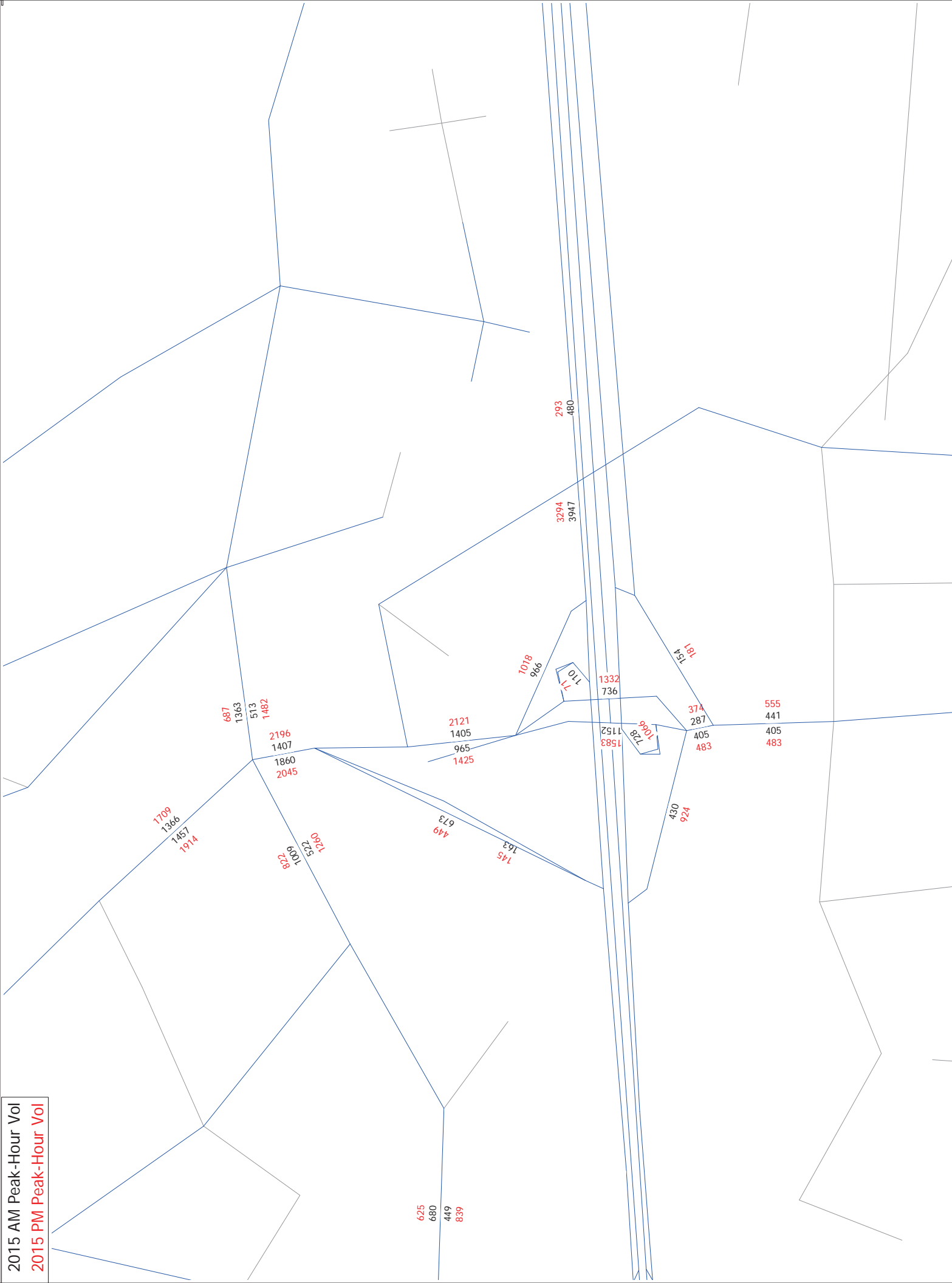
2015 AM Peak-Hour Vol
2015 PM Peak-Hour Vol



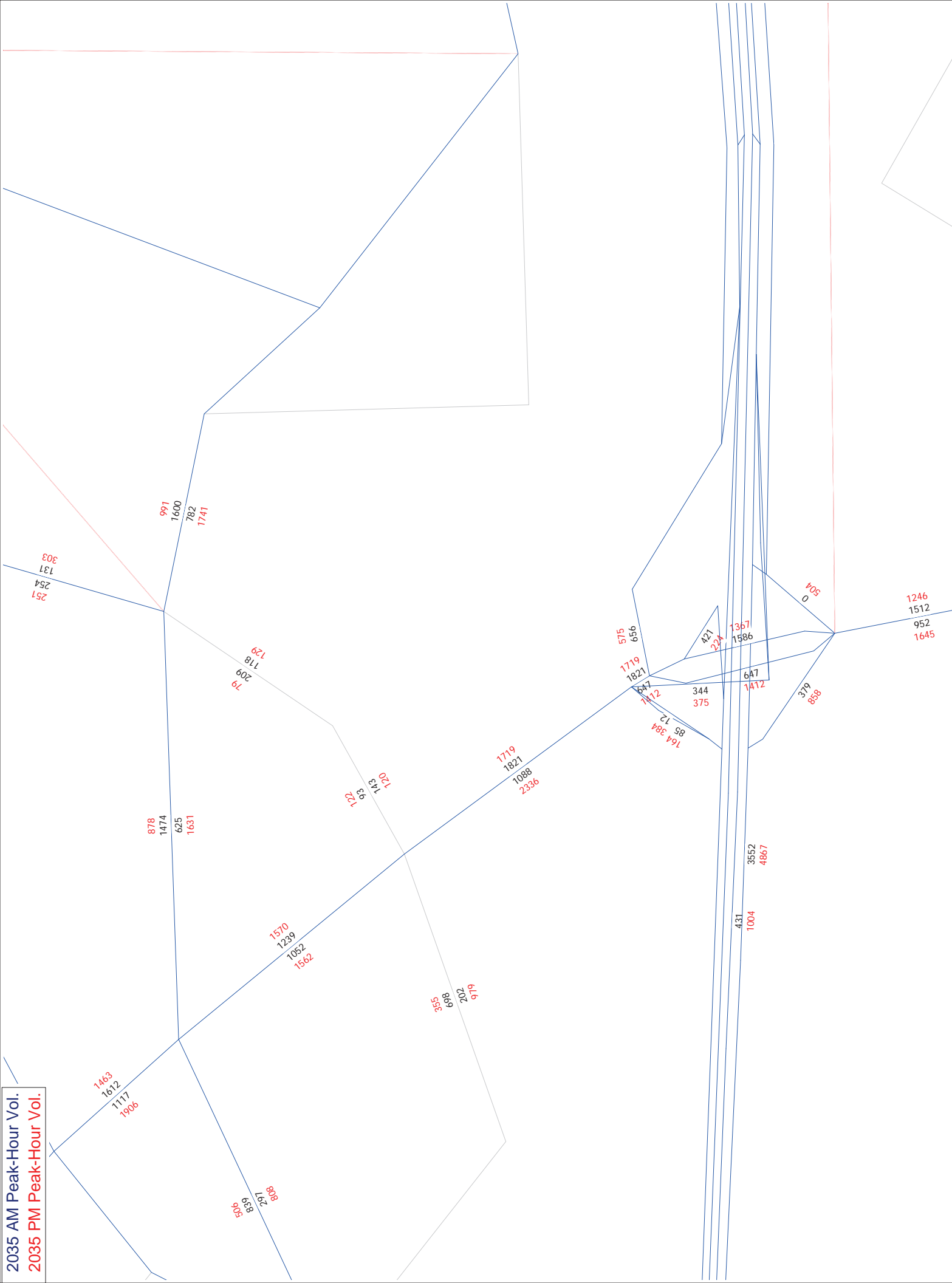
2015 AM Peak-Hour Vol
 2015 PM Peak-Hour Vol



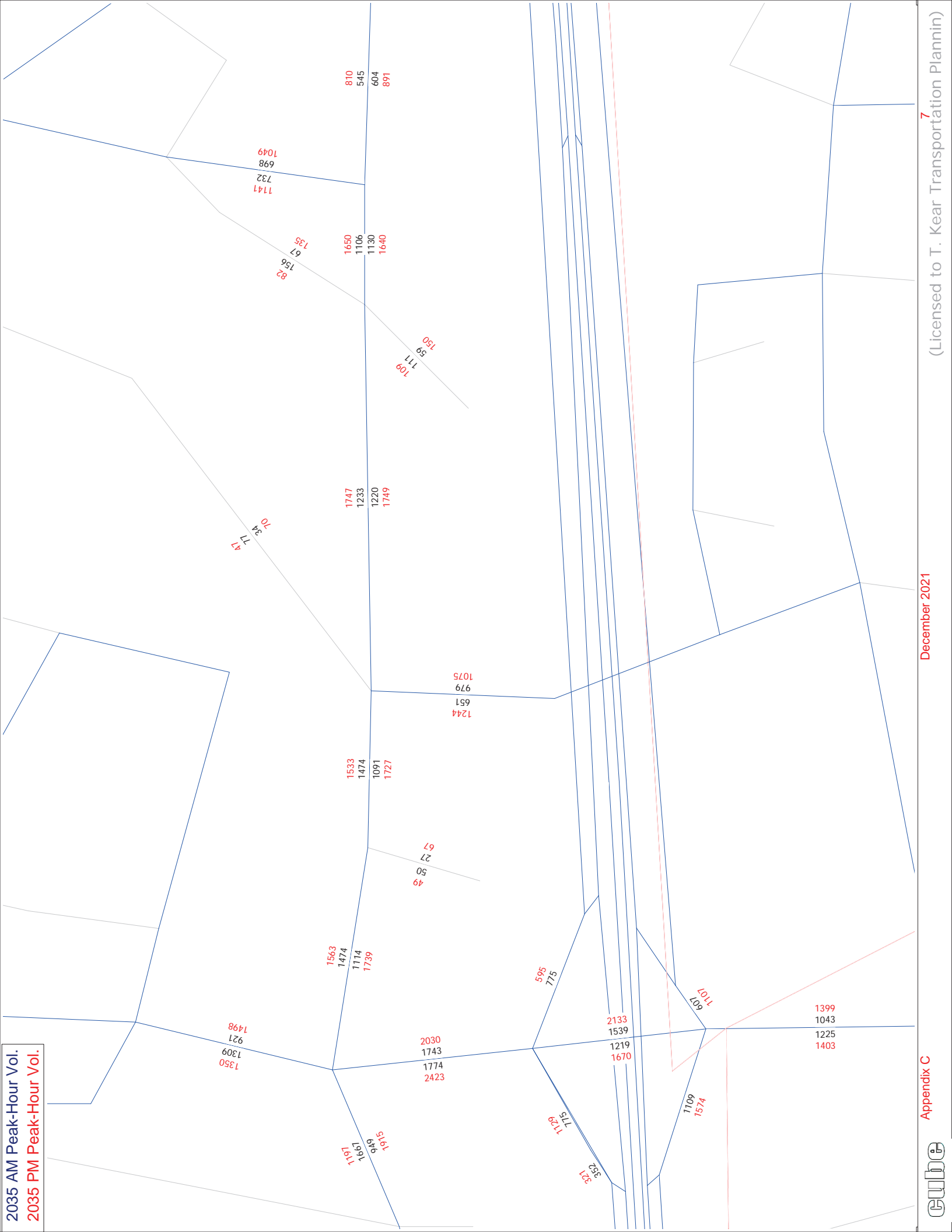
2015 AM Peak-Hour Vol
2015 PM Peak-Hour Vol



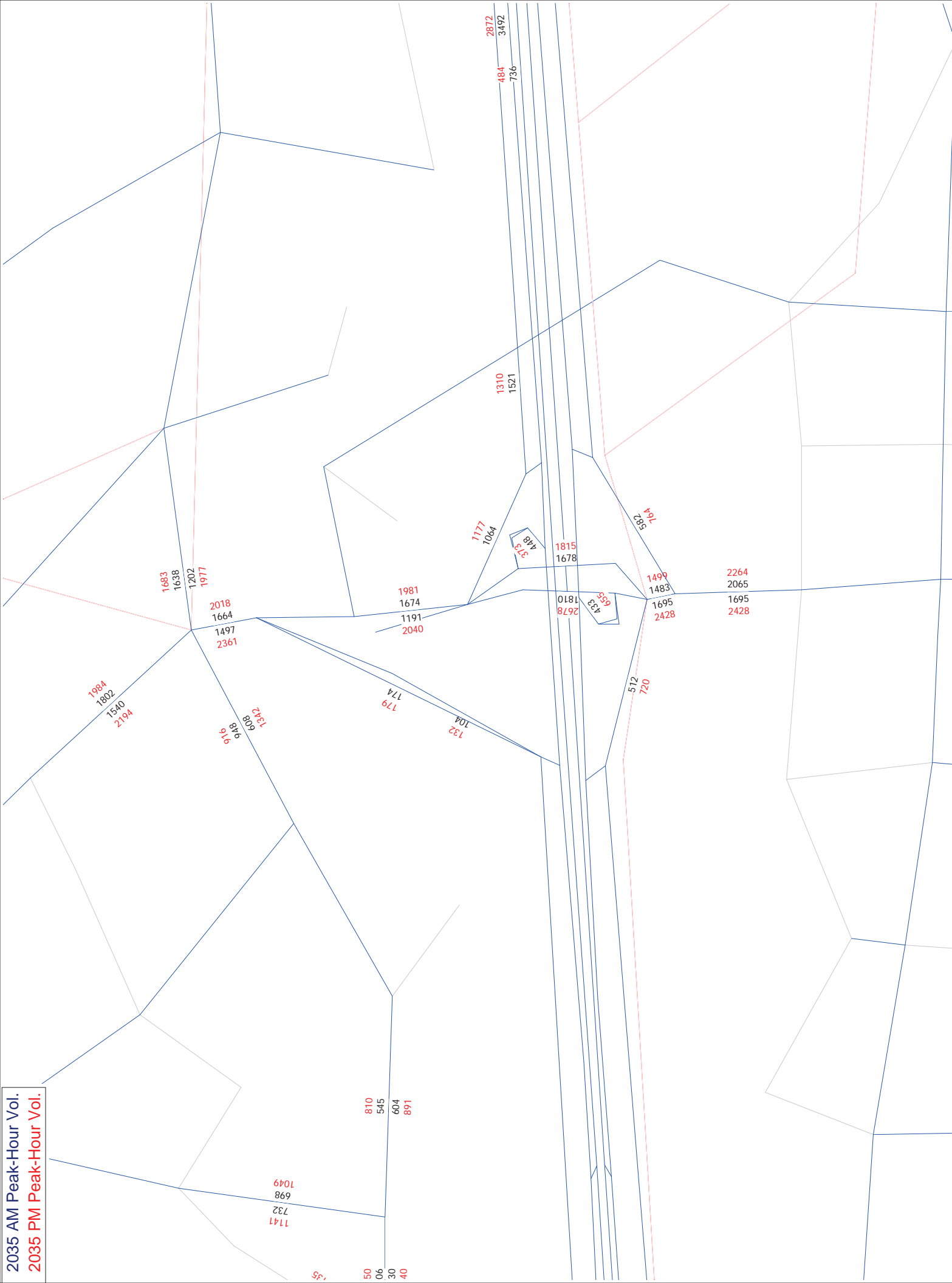
2035 AM Peak-Hour Vol.
2035 PM Peak-Hour Vol.



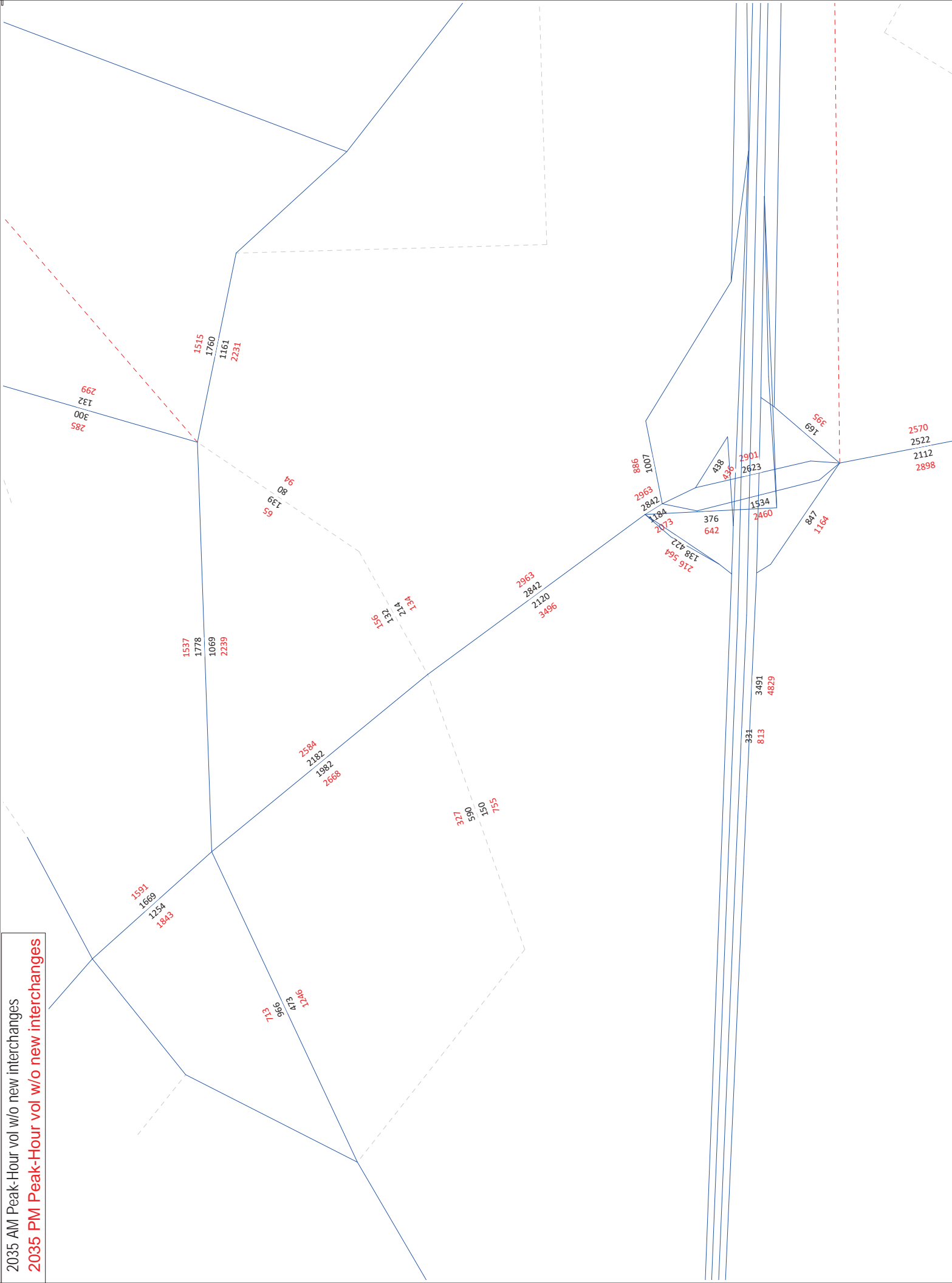
2035 AM Peak-Hour Vol.
2035 PM Peak-Hour Vol.



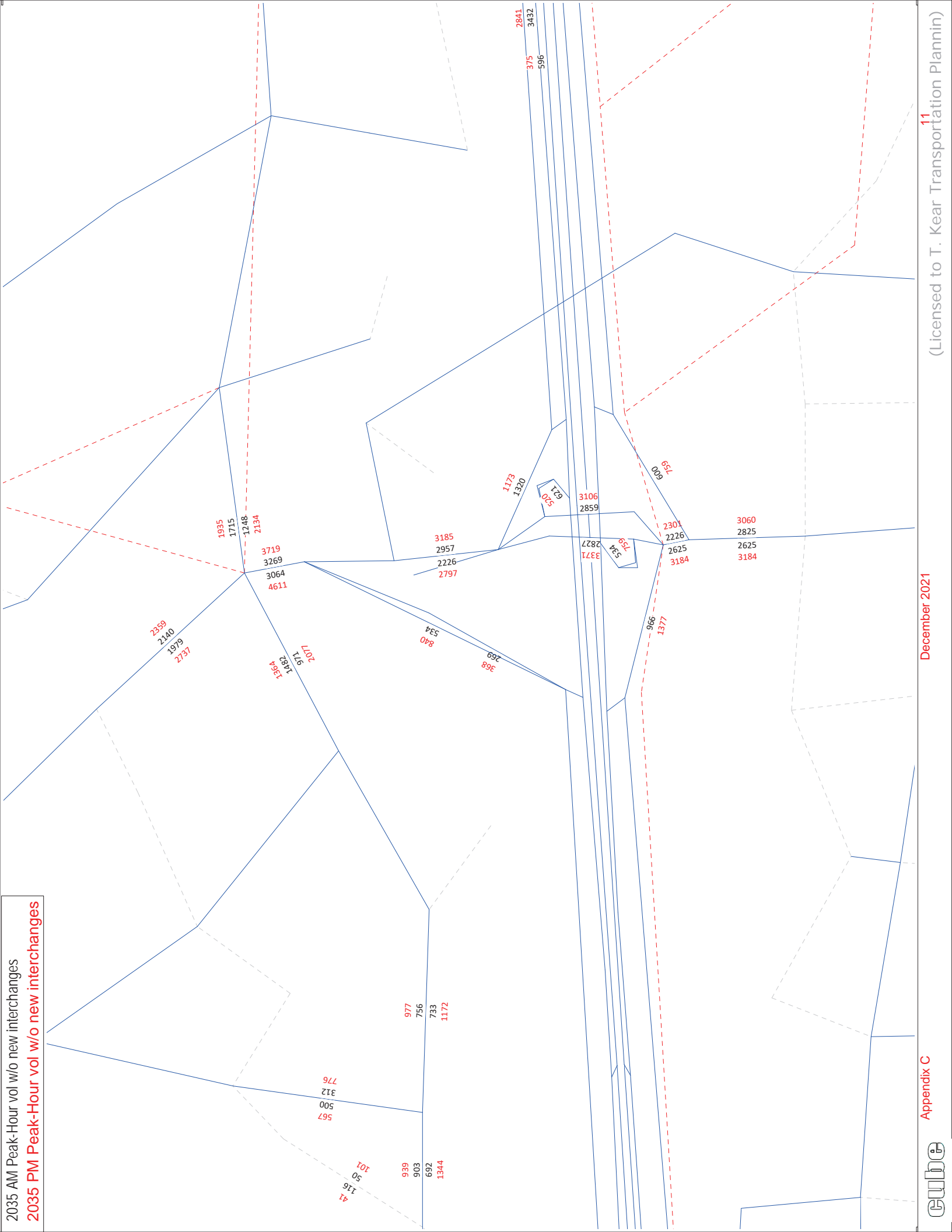
2035 AM Peak-Hour Vol.
2035 PM Peak-Hour Vol.



2035 AM Peak-Hour vol w/o new interchanges
 2035 PM Peak-Hour vol w/o new interchanges



2035 AM Peak-Hour vol w/o new interchanges
2035 PM Peak-Hour vol w/o new interchanges



TurnsW32 report File
2026 without Project

```

INTERSECTIONNUMBER  NLA  NLD  ELA  ELD  SLA  SLD  WLA  WLD
1 636 2158  0 211 1284  832 1281  0
2 439 2835 1051 177 2158  636 0 0
3 2216 2556 595 1203 2813 1728 35 172
4 1844 2001 1428 1429 2558 2221 517 696
5 412 274 1260 1109 242 420 1191 1302
6 859 476 734 949 0 0 1017 1185
7 0 0 739 901 27 150 1022 737
8 105 65 858 834 172 398 889 727
9 0 0 902 773 10 44 781 876
10 406 210 697 645 34 157 779 904
11 1402 1748 1207 1259 2938 2131 996 1405
12 1137 2844 1434 376 1959 1310 0 0
13 1310 1959 0 0 1036 1043 1267 611
101 998 1701 0 213 955 1147 1108 0
102 777 2055 746 171 1701 998 0 0
103 1873 2107 461 268 2008 2023 69 13
104 1590 1601 1323 1468 2109 1875 548 626
105 217 251 1186 1399 175 128 1480 1280
106 424 622 911 1133 0 0 1376 956
107 0 0 924 1101 39 84 1145 923
108 45 89 906 1125 351 265 1079 902
109 0 0 914 1165 25 6 1137 905
110 450 496 668 929 155 103 1151 896
111 1831 1962 1854 1751 3177 3375 1803 1577
112 1859 3053 1316 386 2307 2043 0 0
113 2043 2307 0 0 1147 1207 1521 1197
    
```

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+-----+
| Turning Movement Volumes Report                                03:23p  Nov 20, 2021 |
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```

Counts Data

| Node | Southbound | | | Westbound | | | Northbound | | | Eastbound | | |
|------|------------|------|-----|-----------|-----|-----|------------|------|-----|-----------|-----|------|
| | R | T | L | R | T | L | R | T | L | R | T | L |
| 1 | 0 | 337 | 0 | 0 | 0 | 0 | 167 | 600 | 0 | 61 | 2 | 1157 |
| 2 | 0 | 225 | 0 | 834 | 0 | 112 | 76 | 1681 | 0 | 0 | 0 | 0 |
| 3 | 40 | 1307 | 735 | 351 | 3 | 233 | 450 | 1912 | 129 | 5 | 0 | 0 |
| 4 | 76 | 1321 | 347 | 456 | 318 | 620 | 701 | 1357 | 207 | 146 | 293 | 21 |
| 5 | 175 | 85 | 144 | 132 | 933 | 169 | 23 | 59 | 160 | 166 | 859 | 78 |
| 6 | 543 | 0 | 293 | 99 | 614 | 0 | 0 | 0 | 0 | 0 | 588 | 368 |
| 7 | 0 | 0 | 0 | 0 | 716 | 0 | 26 | 0 | 0 | 149 | 805 | 0 |
| 8 | 79 | 8 | 18 | 18 | 555 | 261 | 102 | 0 | 70 | 129 | 646 | 44 |
| 9 | 0 | 0 | 0 | 0 | 848 | 32 | 9 | 0 | 0 | 12 | 701 | 0 |
| 10 | 254 | 40 | 58 | 18 | 605 | 55 | 8 | 11 | 15 | 62 | 508 | 143 |

| | | | | | | | | | | | | |
|-----|------|------|-----|------|-----|-----|-----|------|-----|-----|------|------|
| 11 | 97 | 924 | 251 | 245 | 369 | 505 | 570 | 1082 | 821 | 401 | 255 | 228 |
| 12 | 0 | 821 | 0 | 1275 | 0 | 70 | 248 | 1181 | 0 | 0 | 0 | 0 |
| 13 | 611 | 280 | 0 | 0 | 0 | 0 | 0 | 503 | 0 | 207 | 0 | 926 |
| 101 | 0 | 517 | 0 | 0 | 0 | 0 | 115 | 338 | 0 | 49 | 3 | 951 |
| 102 | 0 | 392 | 0 | 522 | 0 | 125 | 74 | 1215 | 0 | 0 | 0 | 0 |
| 103 | 4 | 1438 | 168 | 276 | 1 | 175 | 92 | 1591 | 8 | 44 | 3 | 22 |
| 104 | 37 | 1023 | 433 | 439 | 315 | 458 | 663 | 1016 | 212 | 131 | 238 | 32 |
| 105 | 77 | 26 | 83 | 91 | 968 | 44 | 18 | 33 | 124 | 58 | 1165 | 123 |
| 106 | 228 | 0 | 177 | 182 | 671 | 0 | 0 | 0 | 0 | 0 | 858 | 397 |
| 107 | 0 | 0 | 0 | 0 | 865 | 0 | 38 | 0 | 0 | 83 | 964 | 0 |
| 108 | 33 | 0 | 12 | 12 | 669 | 164 | 207 | 3 | 141 | 101 | 805 | 74 |
| 109 | 0 | 0 | 0 | 0 | 846 | 5 | 24 | 0 | 0 | 1 | 1034 | 0 |
| 110 | 247 | 37 | 100 | 45 | 520 | 15 | 40 | 55 | 60 | 51 | 705 | 285 |
| 111 | 168 | 1316 | 141 | 340 | 474 | 728 | 712 | 1285 | 800 | 690 | 735 | 174 |
| 112 | 0 | 1516 | 0 | 1199 | 0 | 79 | 274 | 1589 | 0 | 0 | 0 | 0 |
| 113 | 1197 | 398 | 0 | 0 | 0 | 0 | 0 | 588 | 0 | 133 | 0 | 1275 |

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 | Furness Adjusted Turning Volumes 03:23p Nov 20, 2021 |
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| Node | Southbound | | | Westbound | | | Northbound | | | Eastbound | | |
|------|------------|------|-----|-----------|------|-----|------------|------|-----|-----------|------|------|
| | R | T | L | R | T | L | R | T | L | R | T | L |
| 1 | 0 | 638 | 0 | 0 | 0 | 0 | 209 | 1072 | 0 | 193 | 1 | 1085 |
| 2 | 0 | 440 | 0 | 855 | 0 | 195 | 177 | 1979 | 0 | 0 | 0 | 0 |
| 3 | 39 | 1451 | 732 | 351 | 3 | 241 | 471 | 2205 | 129 | 35 | 0 | 0 |
| 4 | 87 | 1417 | 345 | 456 | 346 | 630 | 763 | 1523 | 262 | 173 | 319 | 23 |
| 5 | 180 | 84 | 147 | 132 | 961 | 168 | 23 | 59 | 160 | 167 | 938 | 83 |
| 6 | 551 | 0 | 307 | 99 | 633 | 0 | 0 | 0 | 0 | 0 | 641 | 376 |
| 7 | 0 | 0 | 0 | 0 | 737 | 0 | 27 | 0 | 0 | 150 | 873 | 0 |
| 8 | 78 | 8 | 18 | 18 | 578 | 260 | 102 | 0 | 69 | 130 | 713 | 46 |
| 9 | 0 | 0 | 0 | 0 | 876 | 29 | 10 | 0 | 0 | 14 | 763 | 0 |
| 10 | 276 | 40 | 88 | 28 | 612 | 54 | 8 | 11 | 15 | 62 | 548 | 170 |
| 11 | 96 | 1049 | 259 | 245 | 367 | 597 | 719 | 1269 | 941 | 483 | 280 | 233 |
| 12 | 0 | 1142 | 0 | 1264 | 0 | 168 | 376 | 1579 | 0 | 0 | 0 | 0 |
| 13 | 611 | 695 | 0 | 0 | 0 | 0 | 0 | 1034 | 0 | 347 | 0 | 926 |
| 101 | 0 | 1002 | 0 | 0 | 0 | 0 | 210 | 742 | 0 | 144 | 3 | 958 |
| 102 | 0 | 780 | 0 | 528 | 0 | 217 | 171 | 1526 | 0 | 0 | 0 | 0 |
| 103 | 2 | 1736 | 141 | 224 | 0 | 235 | 124 | 1866 | 9 | 51 | 2 | 15 |
| 104 | 36 | 1128 | 431 | 439 | 338 | 545 | 731 | 1120 | 250 | 200 | 305 | 41 |
| 105 | 98 | 25 | 92 | 91 | 1056 | 43 | 18 | 33 | 124 | 58 | 1288 | 127 |
| 106 | 237 | 0 | 186 | 192 | 718 | 0 | 0 | 0 | 0 | 0 | 947 | 429 |
| 107 | 0 | 0 | 0 | 0 | 923 | 0 | 39 | 0 | 0 | 84 | 1062 | 0 |
| 108 | 32 | 0 | 12 | 12 | 728 | 163 | 208 | 3 | 140 | 101 | 904 | 74 |
| 109 | 0 | 0 | 0 | 0 | 905 | 5 | 25 | 0 | 0 | 1 | 1139 | 0 |
| 110 | 265 | 36 | 146 | 80 | 570 | 15 | 40 | 55 | 59 | 51 | 742 | 359 |
| 111 | 167 | 1528 | 140 | 361 | 509 | 983 | 841 | 1427 | 899 | 862 | 768 | 174 |
| 112 | 0 | 1867 | 0 | 1138 | 0 | 175 | 386 | 1914 | 0 | 0 | 0 | 0 |
| 113 | 1197 | 853 | 0 | 0 | 0 | 0 | 0 | 1143 | 0 | 353 | 0 | 1163 |

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 | Counts Data Approach & Departure Volumes 03:23p Nov 20, 2021 |
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| Node | North Leg | | East Leg | | South Leg | | West Leg | |
|------|-----------|------|----------|------|-----------|------|----------|------|
| | App | Dep | App | Dep | App | Dep | App | Dep |
| 1 | 337 | 1757 | 0 | 169 | 767 | 398 | 1220 | 0 |
| 2 | 225 | 2515 | 946 | 76 | 1757 | 337 | 0 | 0 |
| 3 | 2082 | 2263 | 587 | 1185 | 2491 | 1545 | 5 | 172 |
| 4 | 1744 | 1834 | 1394 | 1341 | 2265 | 2087 | 460 | 601 |
| 5 | 404 | 269 | 1234 | 1026 | 242 | 420 | 1103 | 1268 |
| 6 | 836 | 467 | 713 | 881 | 0 | 0 | 956 | 1157 |
| 7 | 0 | 0 | 716 | 831 | 26 | 149 | 954 | 716 |
| 8 | 105 | 62 | 834 | 766 | 172 | 398 | 819 | 704 |
| 9 | 0 | 0 | 880 | 710 | 9 | 44 | 713 | 848 |
| 10 | 352 | 172 | 678 | 574 | 34 | 157 | 713 | 874 |
| 11 | 1272 | 1555 | 1119 | 1076 | 2473 | 1830 | 884 | 1287 |
| 12 | 821 | 2456 | 1345 | 248 | 1429 | 891 | 0 | 0 |
| 13 | 891 | 1429 | 0 | 0 | 503 | 487 | 1133 | 611 |
| 101 | 517 | 1289 | 0 | 118 | 453 | 566 | 1003 | 0 |
| 102 | 392 | 1737 | 647 | 74 | 1289 | 517 | 0 | 0 |
| 103 | 1610 | 1889 | 452 | 263 | 1691 | 1657 | 69 | 13 |
| 104 | 1493 | 1487 | 1212 | 1334 | 1891 | 1612 | 401 | 564 |
| 105 | 186 | 247 | 1103 | 1266 | 175 | 128 | 1346 | 1169 |
| 106 | 405 | 579 | 853 | 1035 | 0 | 0 | 1255 | 899 |
| 107 | 0 | 0 | 865 | 1002 | 38 | 83 | 1047 | 865 |
| 108 | 45 | 89 | 845 | 1024 | 351 | 265 | 980 | 843 |
| 109 | 0 | 0 | 851 | 1058 | 24 | 6 | 1035 | 846 |
| 110 | 384 | 385 | 580 | 845 | 155 | 103 | 1041 | 827 |
| 111 | 1625 | 1799 | 1542 | 1588 | 2797 | 2734 | 1599 | 1442 |
| 112 | 1516 | 2788 | 1278 | 274 | 1863 | 1595 | 0 | 0 |
| 113 | 1595 | 1863 | 0 | 0 | 588 | 531 | 1408 | 1197 |

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 | Model Future Year Approach & Departure Volumes 03:23p Nov 20, 2021 |
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| Node | North Leg | | East Leg | | South Leg | | West Leg | |
|------|-----------|------|----------|------|-----------|------|----------|------|
| | App | Dep | App | Dep | App | Dep | App | Dep |
| 1 | 636 | 2158 | 0 | 211 | 1284 | 832 | 1281 | 0 |
| 2 | 439 | 2835 | 1051 | 177 | 2158 | 636 | 0 | 0 |
| 3 | 2216 | 2556 | 595 | 1203 | 2813 | 1728 | 35 | 172 |
| 4 | 1844 | 2001 | 1428 | 1429 | 2558 | 2221 | 517 | 696 |
| 5 | 412 | 274 | 1260 | 1109 | 242 | 420 | 1191 | 1302 |
| 6 | 859 | 476 | 734 | 949 | 0 | 0 | 1017 | 1185 |
| 7 | 0 | 0 | 739 | 901 | 27 | 150 | 1022 | 737 |
| 8 | 105 | 65 | 858 | 834 | 172 | 398 | 889 | 727 |

| | | | | | | | | |
|-----|------|------|------|------|------|------|------|------|
| 9 | 0 | 0 | 902 | 773 | 10 | 44 | 781 | 876 |
| 10 | 406 | 210 | 697 | 645 | 34 | 157 | 779 | 904 |
| 11 | 1402 | 1748 | 1207 | 1259 | 2938 | 2131 | 996 | 1405 |
| 12 | 1137 | 2844 | 1434 | 376 | 1959 | 1310 | 0 | 0 |
| 13 | 1310 | 1959 | 0 | 0 | 1036 | 1043 | 1267 | 611 |
| 101 | 998 | 1701 | 0 | 213 | 955 | 1147 | 1108 | 0 |
| 102 | 777 | 2055 | 746 | 171 | 1701 | 998 | 0 | 0 |
| 103 | 1873 | 2107 | 461 | 268 | 2008 | 2023 | 69 | 13 |
| 104 | 1590 | 1601 | 1323 | 1468 | 2109 | 1875 | 548 | 626 |
| 105 | 217 | 251 | 1186 | 1399 | 175 | 128 | 1480 | 1280 |
| 106 | 424 | 622 | 911 | 1133 | 0 | 0 | 1376 | 956 |
| 107 | 0 | 0 | 924 | 1101 | 39 | 84 | 1145 | 923 |
| 108 | 45 | 89 | 906 | 1125 | 351 | 265 | 1079 | 902 |
| 109 | 0 | 0 | 914 | 1165 | 25 | 6 | 1137 | 905 |
| 110 | 450 | 496 | 668 | 929 | 155 | 103 | 1151 | 896 |
| 111 | 1831 | 1962 | 1854 | 1751 | 3177 | 3375 | 1803 | 1577 |
| 112 | 1859 | 3053 | 1316 | 386 | 2307 | 2043 | 0 | 0 |
| 113 | 2043 | 2307 | 0 | 0 | 1147 | 1207 | 1521 | 1197 |

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 | Computed Approach & Departure Volumes 03:23p Nov 20, 2021 |
 +-----+

| Node | North Leg | | East Leg | | South Leg | | West Leg | |
|------|-----------|------|----------|------|-----------|------|----------|------|
| | App | Dep | App | Dep | App | Dep | App | Dep |
| 1 | 636 | 2158 | 0 | 211 | 1284 | 832 | 1281 | 0 |
| 2 | 439 | 2835 | 1051 | 177 | 2158 | 636 | 0 | 0 |
| 3 | 2216 | 2556 | 595 | 1203 | 2813 | 1728 | 35 | 172 |
| 4 | 1844 | 2001 | 1428 | 1429 | 2558 | 2221 | 517 | 696 |
| 5 | 412 | 274 | 1260 | 1109 | 242 | 420 | 1191 | 1302 |
| 6 | 859 | 476 | 734 | 949 | 0 | 0 | 1017 | 1185 |
| 7 | 0 | 0 | 739 | 901 | 27 | 150 | 1022 | 737 |
| 8 | 105 | 65 | 858 | 834 | 172 | 398 | 889 | 727 |
| 9 | 0 | 0 | 902 | 773 | 10 | 44 | 781 | 876 |
| 10 | 406 | 210 | 697 | 645 | 34 | 157 | 779 | 904 |
| 11 | 1402 | 1748 | 1207 | 1259 | 2938 | 2131 | 996 | 1405 |
| 12 | 1137 | 2844 | 1434 | 376 | 1959 | 1310 | 0 | 0 |
| 13 | 1310 | 1959 | 0 | 0 | 1036 | 1043 | 1267 | 611 |
| 101 | 998 | 1701 | 0 | 213 | 955 | 1147 | 1108 | 0 |
| 102 | 777 | 2055 | 746 | 171 | 1701 | 998 | 0 | 0 |
| 103 | 1873 | 2107 | 461 | 268 | 2008 | 2023 | 69 | 13 |
| 104 | 1590 | 1601 | 1323 | 1468 | 2109 | 1875 | 548 | 626 |
| 105 | 217 | 251 | 1186 | 1399 | 175 | 128 | 1480 | 1280 |
| 106 | 424 | 622 | 911 | 1133 | 0 | 0 | 1376 | 956 |
| 107 | 0 | 0 | 924 | 1101 | 39 | 84 | 1145 | 923 |
| 108 | 45 | 89 | 906 | 1125 | 351 | 265 | 1079 | 902 |
| 109 | 0 | 0 | 914 | 1165 | 25 | 6 | 1137 | 905 |
| 110 | 450 | 496 | 668 | 929 | 155 | 103 | 1151 | 896 |
| 111 | 1831 | 1962 | 1854 | 1751 | 3177 | 3375 | 1803 | 1577 |

| | | | | | | | | |
|-----|------|------|------|-----|------|------|------|------|
| 112 | 1859 | 3053 | 1316 | 386 | 2307 | 2043 | 0 | 0 |
| 113 | 2043 | 2307 | 0 | 0 | 1147 | 1207 | 1521 | 1197 |

```
+-----+
| Nodes Report                                03:23p Nov 20, 2021 |
+-----+
```

Project Nodes

| Node | North Link | East Link | South Link | West Link |
|------|------------|-----------|------------|-----------|
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
| 6 | | | | |
| 7 | | | | |
| 8 | | | | |
| 9 | | | | |
| 10 | | | | |
| 11 | | | | |
| 12 | | | | |
| 13 | | | | |
| 101 | | | | |
| 102 | | | | |
| 103 | | | | |
| 104 | | | | |
| 105 | | | | |
| 106 | | | | |
| 107 | | | | |
| 108 | | | | |
| 109 | | | | |
| 110 | | | | |
| 111 | | | | |
| 112 | | | | |
| 113 | | | | |

TurnsW32 report File
2035 without Project

```

INTERSECTIONNUMBER  NLA  NLD  ELA  ELD  SLA  SLD  WLA  WLD
1 286 1843  0 118 1206  453 922  0
2 286 2393  890 340 1843  286 0 0
3 1527 2140  571 1186 2371  1026  1 118
4 1889 2245  1186 1144 2142  1532  444 740
5 381 283 1118  878 258 442 906 1060
6 1663 1168 1228 1407 1743 1774 1238 1523
7 0 0 1230 1356 27 150 1480 1231
8 115 74 1166 1435 1151 1049 1344 1218
9 0 0 1203 1376 10 45 1384 1176
10 736 665 520 643 34 157 1336 1161
11 1198 1757 1288 1544 2171 1107 835 1084
12 669 2259 1337 433 1733 1047 0 0
13 1047 1733 0 0 1117 1111 1054 374
101 816 908 0 494 536 940 990 0
102 808 1381 615 134 908 816 0 0
103 1240 1485 444 264 1335 1412 173 31
104 1828 1678 864 1102 1487 1242 374 531
105 240 261 810 1140 185 127 1114 821
106 1422 1525 1593 1635 2030 2423 1680 1142
107 0 0 1598 1595 39 84 1647 1605
108 58 96 1813 1689 1426 1509 1573 1576
109 0 0 1788 1758 26 7 1700 1749
110 1143 971 659 797 155 103 1645 1731
111 1658 1879 2164 1887 2161 2280 1436 1373
112 1719 2328 1390 441 1814 2154 0 0
113 2154 1814 0 0 1136 1666 1068 878
    
```

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| Turning Movement Volumes Report                                06:16p  Nov 22, 2021 |
+-----+
    
```

Counts Data

| Node | Southbound | | | Westbound | | | Northbound | | | Eastbound | | |
|------|------------|------|-----|-----------|-----|-----|------------|------|-----|-----------|-----|------|
| | R | T | L | R | T | L | R | T | L | R | T | L |
| 1 | 0 | 337 | 0 | 0 | 0 | 0 | 167 | 600 | 0 | 61 | 2 | 1157 |
| 2 | 0 | 225 | 0 | 834 | 0 | 112 | 76 | 1681 | 0 | 0 | 0 | 0 |
| 3 | 40 | 1307 | 735 | 351 | 3 | 233 | 450 | 1912 | 129 | 5 | 0 | 0 |
| 4 | 76 | 1321 | 347 | 456 | 318 | 620 | 701 | 1357 | 207 | 146 | 293 | 21 |
| 5 | 175 | 85 | 144 | 132 | 933 | 169 | 23 | 59 | 160 | 166 | 859 | 78 |
| 6 | 543 | 1 | 293 | 99 | 614 | 1 | 1 | 1 | 1 | 1 | 588 | 368 |
| 7 | 0 | 0 | 0 | 0 | 716 | 0 | 26 | 0 | 0 | 149 | 805 | 0 |
| 8 | 79 | 8 | 18 | 18 | 555 | 261 | 102 | 0 | 70 | 129 | 646 | 44 |
| 9 | 0 | 0 | 0 | 0 | 848 | 32 | 9 | 0 | 0 | 12 | 701 | 0 |
| 10 | 254 | 40 | 58 | 18 | 605 | 55 | 8 | 11 | 15 | 62 | 508 | 143 |

| | | | | | | | | | | | | |
|-----|------|------|-----|------|-----|-----|-----|------|-----|-----|------|------|
| 11 | 97 | 924 | 251 | 245 | 369 | 505 | 570 | 1082 | 821 | 401 | 255 | 228 |
| 12 | 0 | 821 | 0 | 1275 | 0 | 70 | 248 | 1181 | 0 | 0 | 0 | 0 |
| 13 | 611 | 280 | 0 | 0 | 0 | 0 | 0 | 503 | 0 | 207 | 0 | 926 |
| 101 | 0 | 517 | 0 | 0 | 0 | 0 | 115 | 338 | 0 | 49 | 3 | 951 |
| 102 | 0 | 392 | 0 | 522 | 0 | 125 | 74 | 1215 | 0 | 0 | 0 | 0 |
| 103 | 4 | 1438 | 168 | 276 | 1 | 175 | 92 | 1591 | 8 | 44 | 3 | 22 |
| 104 | 37 | 1023 | 433 | 439 | 315 | 458 | 663 | 1016 | 212 | 131 | 238 | 32 |
| 105 | 77 | 26 | 83 | 91 | 968 | 44 | 18 | 33 | 124 | 58 | 1165 | 123 |
| 106 | 228 | 1 | 177 | 182 | 671 | 1 | 1 | 1 | 1 | 1 | 858 | 397 |
| 107 | 0 | 0 | 0 | 0 | 865 | 0 | 38 | 0 | 0 | 83 | 964 | 0 |
| 108 | 33 | 0 | 12 | 12 | 669 | 164 | 207 | 3 | 141 | 101 | 805 | 74 |
| 109 | 0 | 0 | 0 | 0 | 846 | 5 | 24 | 0 | 0 | 1 | 1034 | 0 |
| 110 | 247 | 37 | 100 | 45 | 520 | 15 | 40 | 55 | 60 | 51 | 705 | 285 |
| 111 | 168 | 1316 | 141 | 340 | 474 | 728 | 712 | 1285 | 800 | 690 | 735 | 174 |
| 112 | 0 | 1516 | 0 | 1199 | 0 | 79 | 274 | 1589 | 0 | 0 | 0 | 0 |
| 113 | 1197 | 398 | 0 | 0 | 0 | 0 | 0 | 588 | 0 | 133 | 0 | 1275 |

+-----+
 | Furness Adjusted Turning Volumes 06:16p Nov 22, 2021 |
 +-----+

| Node | Southbound | | | Westbound | | | Northbound | | | Eastbound | | |
|------|------------|------|-----|-----------|------|-----|------------|------|-----|-----------|------|-----|
| | R | T | L | R | T | L | R | T | L | R | T | L |
| 1 | 0 | 287 | 0 | 0 | 0 | 0 | 117 | 1087 | 0 | 166 | 0 | 755 |
| 2 | 0 | 284 | 0 | 889 | 0 | 1 | 340 | 1504 | 0 | 0 | 0 | 0 |
| 3 | 23 | 822 | 676 | 366 | 2 | 202 | 509 | 1773 | 92 | 1 | 0 | 0 |
| 4 | 197 | 1200 | 485 | 607 | 345 | 235 | 360 | 1589 | 197 | 96 | 298 | 48 |
| 5 | 136 | 95 | 149 | 144 | 770 | 200 | 29 | 75 | 153 | 145 | 699 | 63 |
| 6 | 553 | 735 | 375 | 124 | 508 | 596 | 579 | 700 | 461 | 442 | 452 | 342 |
| 7 | 0 | 0 | 0 | 0 | 1231 | 0 | 27 | 0 | 0 | 150 | 1329 | 0 |
| 8 | 83 | 17 | 14 | 14 | 582 | 571 | 598 | 0 | 552 | 460 | 822 | 59 |
| 9 | 0 | 0 | 0 | 0 | 1176 | 29 | 10 | 0 | 0 | 15 | 1366 | 0 |
| 10 | 654 | 40 | 43 | 15 | 488 | 17 | 2 | 13 | 17 | 99 | 597 | 635 |
| 11 | 108 | 572 | 515 | 467 | 466 | 354 | 650 | 1012 | 509 | 179 | 378 | 277 |
| 12 | 0 | 672 | 0 | 962 | 0 | 374 | 433 | 1296 | 0 | 0 | 0 | 0 |
| 13 | 374 | 676 | 0 | 0 | 0 | 0 | 0 | 1114 | 0 | 434 | 0 | 618 |
| 101 | 0 | 817 | 0 | 0 | 0 | 0 | 452 | 84 | 0 | 122 | 41 | 823 |
| 102 | 0 | 804 | 0 | 604 | 0 | 12 | 134 | 776 | 0 | 0 | 0 | 0 |
| 103 | 7 | 1090 | 147 | 238 | 2 | 202 | 107 | 1201 | 20 | 119 | 9 | 44 |
| 104 | 119 | 1047 | 655 | 498 | 251 | 116 | 236 | 1094 | 160 | 78 | 210 | 85 |
| 105 | 67 | 36 | 136 | 110 | 648 | 48 | 28 | 50 | 105 | 42 | 975 | 99 |
| 106 | 196 | 988 | 238 | 258 | 493 | 842 | 704 | 871 | 451 | 591 | 691 | 395 |
| 107 | 0 | 0 | 0 | 0 | 1605 | 0 | 38 | 0 | 0 | 84 | 1556 | 0 |
| 108 | 44 | 0 | 13 | 11 | 885 | 917 | 769 | 10 | 645 | 591 | 906 | 74 |
| 109 | 0 | 0 | 0 | 0 | 1749 | 6 | 26 | 0 | 0 | 0 | 1731 | 0 |
| 110 | 1021 | 42 | 100 | 41 | 625 | 5 | 13 | 58 | 83 | 56 | 683 | 871 |
| 111 | 206 | 1150 | 290 | 688 | 702 | 768 | 692 | 1016 | 463 | 360 | 904 | 174 |
| 112 | 0 | 1754 | 0 | 983 | 0 | 399 | 441 | 1344 | 0 | 0 | 0 | 0 |
| 113 | 878 | 1307 | 0 | 0 | 0 | 0 | 0 | 1113 | 0 | 358 | 0 | 700 |

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 | Counts Data Approach & Departure Volumes 06:16p Nov 22, 2021 |
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| Node | North Leg | | East Leg | | South Leg | | West Leg | |
|------|-----------|------|----------|------|-----------|------|----------|------|
| | App | Dep | App | Dep | App | Dep | App | Dep |
| 1 | 337 | 1757 | 0 | 169 | 767 | 398 | 1220 | 0 |
| 2 | 225 | 2515 | 946 | 76 | 1757 | 337 | 0 | 0 |
| 3 | 2082 | 2263 | 587 | 1185 | 2491 | 1545 | 5 | 172 |
| 4 | 1744 | 1834 | 1394 | 1341 | 2265 | 2087 | 460 | 601 |
| 5 | 404 | 269 | 1234 | 1026 | 242 | 420 | 1103 | 1268 |
| 6 | 837 | 468 | 714 | 882 | 3 | 3 | 957 | 1158 |
| 7 | 0 | 0 | 716 | 831 | 26 | 149 | 954 | 716 |
| 8 | 105 | 62 | 834 | 766 | 172 | 398 | 819 | 704 |
| 9 | 0 | 0 | 880 | 710 | 9 | 44 | 713 | 848 |
| 10 | 352 | 172 | 678 | 574 | 34 | 157 | 713 | 874 |
| 11 | 1272 | 1555 | 1119 | 1076 | 2473 | 1830 | 884 | 1287 |
| 12 | 821 | 2456 | 1345 | 248 | 1429 | 891 | 0 | 0 |
| 13 | 891 | 1429 | 0 | 0 | 503 | 487 | 1133 | 611 |
| 101 | 517 | 1289 | 0 | 118 | 453 | 566 | 1003 | 0 |
| 102 | 392 | 1737 | 647 | 74 | 1289 | 517 | 0 | 0 |
| 103 | 1610 | 1889 | 452 | 263 | 1691 | 1657 | 69 | 13 |
| 104 | 1493 | 1487 | 1212 | 1334 | 1891 | 1612 | 401 | 564 |
| 105 | 186 | 247 | 1103 | 1266 | 175 | 128 | 1346 | 1169 |
| 106 | 406 | 580 | 854 | 1036 | 3 | 3 | 1256 | 900 |
| 107 | 0 | 0 | 865 | 1002 | 38 | 83 | 1047 | 865 |
| 108 | 45 | 89 | 845 | 1024 | 351 | 265 | 980 | 843 |
| 109 | 0 | 0 | 851 | 1058 | 24 | 6 | 1035 | 846 |
| 110 | 384 | 385 | 580 | 845 | 155 | 103 | 1041 | 827 |
| 111 | 1625 | 1799 | 1542 | 1588 | 2797 | 2734 | 1599 | 1442 |
| 112 | 1516 | 2788 | 1278 | 274 | 1863 | 1595 | 0 | 0 |
| 113 | 1595 | 1863 | 0 | 0 | 588 | 531 | 1408 | 1197 |

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 | Model Future Year Approach & Departure Volumes 06:16p Nov 22, 2021 |
 +-----+

| Node | North Leg | | East Leg | | South Leg | | West Leg | |
|------|-----------|------|----------|------|-----------|------|----------|------|
| | App | Dep | App | Dep | App | Dep | App | Dep |
| 1 | 286 | 1843 | 0 | 118 | 1206 | 453 | 922 | 0 |
| 2 | 286 | 2393 | 890 | 340 | 1843 | 286 | 0 | 0 |
| 3 | 1527 | 2140 | 571 | 1186 | 2371 | 1026 | 1 | 118 |
| 4 | 1889 | 2245 | 1186 | 1144 | 2142 | 1532 | 444 | 740 |
| 5 | 381 | 283 | 1118 | 878 | 258 | 442 | 906 | 1060 |
| 6 | 1663 | 1168 | 1228 | 1407 | 1743 | 1774 | 1238 | 1523 |
| 7 | 0 | 0 | 1230 | 1356 | 27 | 150 | 1480 | 1231 |
| 8 | 115 | 74 | 1166 | 1435 | 1151 | 1049 | 1344 | 1218 |

| | | | | | | | | |
|-----|------|------|------|------|------|------|------|------|
| 9 | 0 | 0 | 1203 | 1376 | 10 | 45 | 1384 | 1176 |
| 10 | 736 | 665 | 520 | 643 | 34 | 157 | 1336 | 1161 |
| 11 | 1198 | 1757 | 1288 | 1544 | 2171 | 1107 | 835 | 1084 |
| 12 | 669 | 2259 | 1337 | 433 | 1733 | 1047 | 0 | 0 |
| 13 | 1047 | 1733 | 0 | 0 | 1117 | 1111 | 1054 | 374 |
| 101 | 816 | 908 | 0 | 494 | 536 | 940 | 990 | 0 |
| 102 | 808 | 1381 | 615 | 134 | 908 | 816 | 0 | 0 |
| 103 | 1240 | 1485 | 444 | 264 | 1335 | 1412 | 173 | 31 |
| 104 | 1828 | 1678 | 864 | 1102 | 1487 | 1242 | 374 | 531 |
| 105 | 240 | 261 | 810 | 1140 | 185 | 127 | 1114 | 821 |
| 106 | 1422 | 1525 | 1593 | 1635 | 2030 | 2423 | 1680 | 1142 |
| 107 | 0 | 0 | 1598 | 1595 | 39 | 84 | 1647 | 1605 |
| 108 | 58 | 96 | 1813 | 1689 | 1426 | 1509 | 1573 | 1576 |
| 109 | 0 | 0 | 1788 | 1758 | 26 | 7 | 1700 | 1749 |
| 110 | 1143 | 971 | 659 | 797 | 155 | 103 | 1645 | 1731 |
| 111 | 1658 | 1879 | 2164 | 1887 | 2161 | 2280 | 1436 | 1373 |
| 112 | 1719 | 2328 | 1390 | 441 | 1814 | 2154 | 0 | 0 |
| 113 | 2154 | 1814 | 0 | 0 | 1136 | 1666 | 1068 | 878 |

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| Node | North Leg | | East Leg | | South Leg | | West Leg | |
|------|-----------|------|----------|------|-----------|------|----------|------|
| | App | Dep | App | Dep | App | Dep | App | Dep |
| 1 | 286 | 1843 | 0 | 118 | 1206 | 453 | 922 | 0 |
| 2 | 286 | 2393 | 890 | 340 | 1843 | 286 | 0 | 0 |
| 3 | 1527 | 2140 | 571 | 1186 | 2371 | 1026 | 1 | 118 |
| 4 | 1889 | 2245 | 1186 | 1144 | 2142 | 1532 | 444 | 740 |
| 5 | 381 | 283 | 1118 | 878 | 258 | 442 | 906 | 1060 |
| 6 | 1663 | 1168 | 1228 | 1407 | 1743 | 1774 | 1238 | 1523 |
| 7 | 0 | 0 | 1230 | 1356 | 27 | 150 | 1480 | 1231 |
| 8 | 115 | 74 | 1166 | 1435 | 1151 | 1049 | 1344 | 1218 |
| 9 | 0 | 0 | 1203 | 1376 | 10 | 45 | 1384 | 1176 |
| 10 | 736 | 665 | 520 | 643 | 34 | 157 | 1336 | 1161 |
| 11 | 1198 | 1757 | 1288 | 1544 | 2171 | 1107 | 835 | 1084 |
| 12 | 669 | 2259 | 1337 | 433 | 1733 | 1047 | 0 | 0 |
| 13 | 1047 | 1733 | 0 | 0 | 1117 | 1111 | 1054 | 374 |
| 101 | 816 | 908 | 0 | 494 | 536 | 940 | 990 | 0 |
| 102 | 808 | 1381 | 615 | 134 | 908 | 816 | 0 | 0 |
| 103 | 1240 | 1485 | 444 | 264 | 1335 | 1412 | 173 | 31 |
| 104 | 1828 | 1678 | 864 | 1102 | 1487 | 1242 | 374 | 531 |
| 105 | 240 | 261 | 810 | 1140 | 185 | 127 | 1114 | 821 |
| 106 | 1422 | 1525 | 1593 | 1635 | 2030 | 2423 | 1680 | 1142 |
| 107 | 0 | 0 | 1598 | 1595 | 39 | 84 | 1647 | 1605 |
| 108 | 58 | 96 | 1813 | 1689 | 1426 | 1509 | 1573 | 1576 |
| 109 | 0 | 0 | 1788 | 1758 | 26 | 7 | 1700 | 1749 |
| 110 | 1143 | 971 | 659 | 797 | 155 | 103 | 1645 | 1731 |
| 111 | 1658 | 1879 | 2164 | 1887 | 2161 | 2280 | 1436 | 1373 |

| | | | | | | | | |
|-----|------|------|------|-----|------|------|------|-----|
| 112 | 1719 | 2328 | 1390 | 441 | 1814 | 2154 | 0 | 0 |
| 113 | 2154 | 1814 | 0 | 0 | 1136 | 1666 | 1068 | 878 |

```
+-----+
| Nodes Report                                06:16p Nov 22, 2021 |
+-----+
```

Project Nodes

| Node | North Link | East Link | South Link | West Link |
|------|------------|-----------|------------|-----------|
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
| 6 | | | | |
| 7 | | | | |
| 8 | | | | |
| 9 | | | | |
| 10 | | | | |
| 11 | | | | |
| 12 | | | | |
| 13 | | | | |
| 101 | | | | |
| 102 | | | | |
| 103 | | | | |
| 104 | | | | |
| 105 | | | | |
| 106 | | | | |
| 107 | | | | |
| 108 | | | | |
| 109 | | | | |
| 110 | | | | |
| 111 | | | | |
| 112 | | | | |
| 113 | | | | |

